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JANUARY/FEBRUARY 1984

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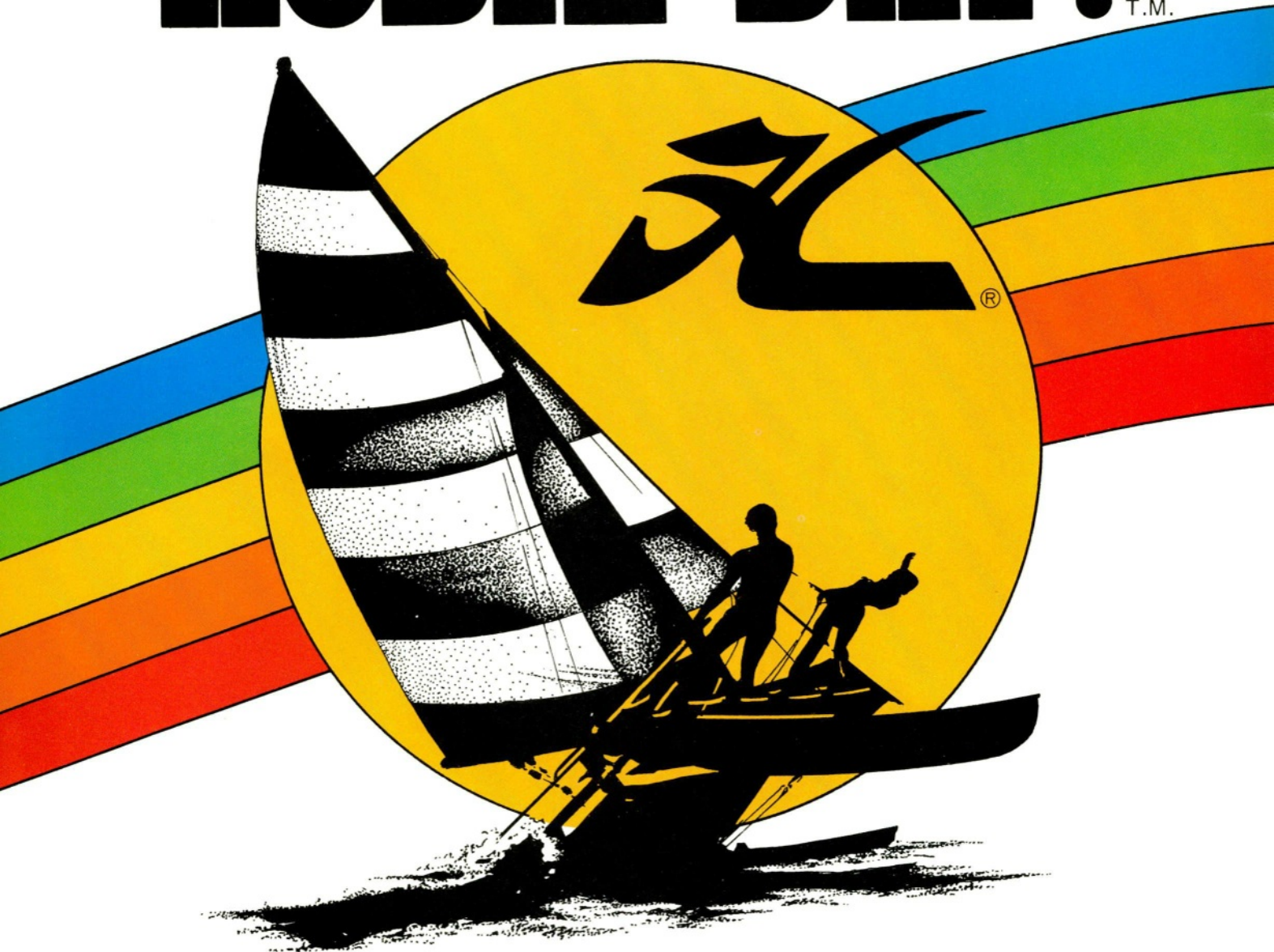


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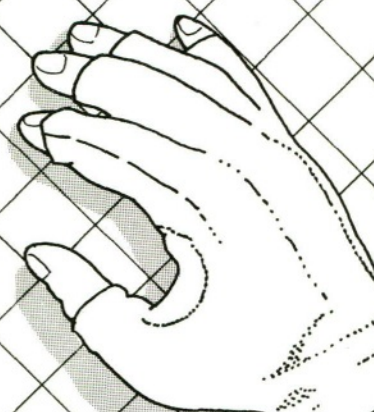
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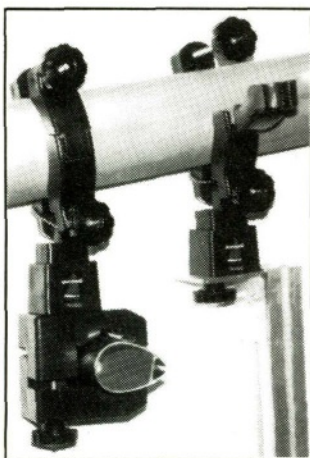
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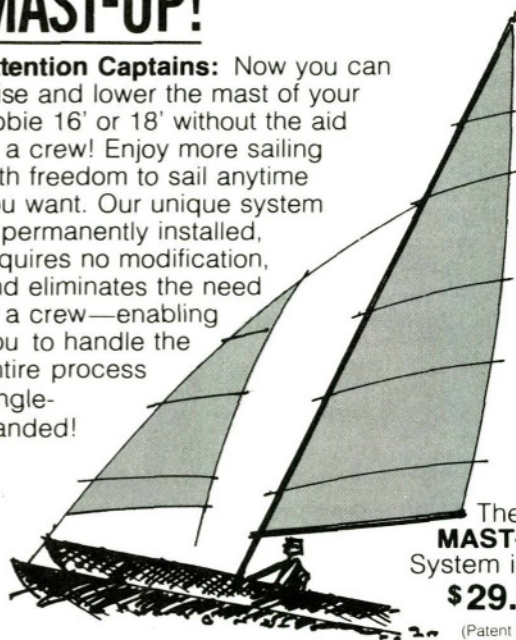
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Hobie HOTLINE

January/February 1984

Volume 13 Number 1



Robert Brown

REGATTA REVIEW

11/USYRU Champion of Champions

Twenty of the nation's best meet and compete on Hobie Cats.

28/1983 Absolut Hobie 16 U.S. National Championship

Could Alter do it again in Florida's light air?

32/1983 Absolut Hobie 16 Women's U.S. National Championship

America's top ladies find a surprise waiting for them.

36/1983 Hobie 18 U.S. National Championship

Consistency and strong winds are the name of the game in Texas.

42/1983 Absolut Hobie 14 U.S. National Championship

Materna survives the surf to take his first national title.

66/1983 Subaru Eastern Turbo Championship

Another Hobie racing first just for Turbo sailors.

FEATURES

ON THE COVER



A Hobie Racing Kaleidoscope. Photos by: Robert Brown (top), Terri Cray (bottom left) and Guy Motil (bottom right).

17/The U.S. National Champions Yearbook

Hobie hodads meet the new breed in this retrospective.

20/A Conversation with Class Administrators Banks and Krcelic

Introducing the people who run the regatta program.

22/How to Watch a Hobie Regatta

Everything you've always wanted to know but were afraid to ask.

23/Hotline Meets the U.S. National Champions

Candid conversations with Tom Materna, the Alter brothers and crew Floyd White.

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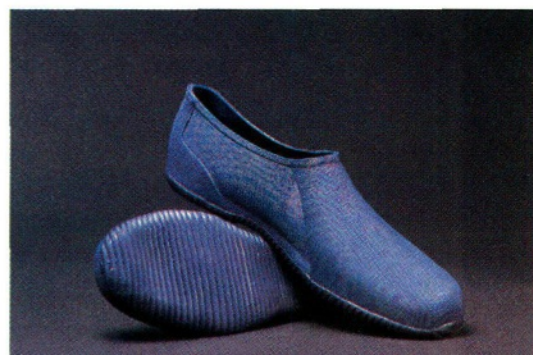
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Fair Winds in the New Year

This special racing issue is for racers and non-racers alike. This month, travel around the country and share in the events as did nearly 700 sailors, not including friends, family members, fleet members, race committee members, sponsors and more. It truly is an event when these large groups of Hobie sailors hit a town.

In this issue you'll find lots of photos from across the U.S. Hobie champions as well as other one-design class champions sailed on Hobie Cats for the first time in the 1983 USYRU Championship of Champions. On the other side of the country, in sunny, but windless Florida, Hobie 16 sailors converged on St. Petersburg. On down to Texas where Hobie 18 sailors met to compete in Corpus Christi. For the first time since 1976, California was the host to the 14 Nationals. North of Los Angeles 14 sailors found more than just racing. And not to be left out, an Eastern Turbo Championship was held in Tampa Bay, Florida for the first time ever. A surprising 61 teams from the midwest and eastern seaboard were thrilled to be together.

With all this spectacular sailing we thought you might like to get a closer glimpse of our national champs. In a special interview series which begins with Michele Krcelic and Sandy Banks, directors of the World Hobie Class Association, we examine the base of all this fun. Work it is, but the articles following demonstrate that for the sailors who participate it is well worth their effort.

Next, we talk with Tom Materna the new Hobie 14 National Champ. Never short on words, Materna shares his experience of racing Hobie 14s and some of his strategy and tuning techniques.

With many years of sailing and racing experience, the Alter brothers, Hobie and Jeff, are asked what it is that has given them the winning edge for the past few years. Both brothers successfully defended their 1982 titles in the Hobie 16 and 18 classes. Often is the call, "what about the crew?" Not to be forgotten or underestimated, Floyd White, three time national champion crew, discusses his ideas on crewing and getting along and supporting his skipper.

Due to the long distance, this year's Women's Hobie 16 champion's interview will have to wait an issue, but don't miss out reading about Caroline Winter's victory at the first Women's 16 Championship. Flying in from South Africa for the event, Winter and her crew Lisa Stuckenberg were a refreshing surprise from the Southern Hemisphere.

We've also included a short lesson for you day sailors on how to watch or sail a race, so you can read these stories from a new point of view. We have never included so much racing in a single issue, so sit back and enjoy the thrill and excitement of being on the course.

Your response to the requests of other readers has been great. If you're interested in some docking on the rocks ideas or easy mast raising, check the reader's forum for some different solutions. There's also a few good Hot Tips for you too.

In beginning the new year we wish you prosperity and fair winds whether you sail on a lake, on the ocean, or just like to think about it. Keep asking us questions, requesting articles and sending your photos. We read everything and are looking forward to hearing from you in 1984. The best of Holidays from the **HOTLINE** staff.

Paula Alter

WANTED

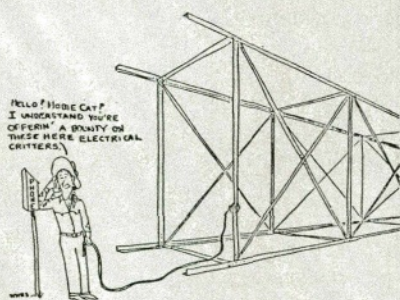
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LETTERS

Reefing Correction

Thank you for publishing my article on reefing the Hobie 18 in the November/December HOTLINE.

I would like to bring one correction to your attention. The main halyard jam cleat mounted on the side of the mast is eight inches from the bottom of the mast, rather than eight feet.

As a postscript, the mainsail can be unreefed, raising it to its full state, while on the water. If the wind is still strong, raising sail is best done while hove to. If the wind is light, it can be done while running before the wind.

Bill Andersen
Sunnyvale, California

Electrocution: It Can Happen

Each issue of the HOTLINE over the past ten years has provided hours of entertaining and instructional reading for my family. The quality of the photography is an added bonus.

When the DANGER warning of electrical wire contact first appeared in the Letters section, I carefully analyzed my own sailing locations as I'm sure all responsible skippers did.

Perhaps it takes a tragedy to cause us to realize that sailing into an overhead electrical wire really can happen. An article from our local paper regarding a young girl who was killed when a sailboat she was riding in struck a low lying power line helped me and should remind all of us to remember that complacency or lack of knowledge can kill!

I have rethought my own launching and sailing situations since this accident. This "but it can't happen to me" reminder should help us all be aware of the danger.

Richard A. Schultz
Chester, California

Editor's note: Your tragic reminder should rattle all of us to stay on top and awake to the electrical power line danger. Every Hobie sailor is invited to participate in the bounty program. Contact your power companies and let us know of problem areas. Keep up the great work, we are having an impact in this area.

Flipper Says Hello

I'm 65 years old and having a great time with my Hobie 14. I was new to sailing one and a half years ago. While enjoying a leisurely sail on a beautiful,

warm, mid October day on Mission Bay, after having lunched and launched at Santa Clara Point, a pair of dolphins surfaced just off my port bow. Shortly, I reversed course and headed back, checking along the way with other boaters. They had all seen the dolphins. I beached at the point and soon saw the dolphins return from the north end of the bay. I sailed out and was able to join in behind a group of four large, dark gray dolphins as they surfaced from time to time. At one point, the breeze picked up and I got ahead of them and they passed directly under my boat.

The last I saw of them they were headed towards Sea World, maybe they were in Mission Bay looking for employment.

Hal Mahan
La Mesa, California

A Friend Remembers Anthony

Thank you for the memorial to Ron Anthony in the September/October HOTLINE, but more needs to be said about Ron on behalf of all the people who knew him, especially from the Worrell 1000 race.

It has been said that there is a brotherhood of the brave and adventurous who recognize each other even across cultural and language barriers. You could see the love of life in Ron's eyes and feel it in his outrageous sense of humor. He quickly made friends from around the world. Although intense about his goals, he was very open and loyal about his friendships.

For those who did not know him off the race course, he had become a dedicated father to his new family and was extremely successful in his career.

A great many people who met him, racers, family, friends, and business associates will always remember him.

Dave Sloan
Worrell 1000 Teammate
for 1982 and 1983
Clearwater, Florida

Hobie Fleet 12 Back On Line

We're reactivating Hobie Fleet 12 on Cape Cod and would like to invite all the Hobie sailors in the Hyannis area to come join us. If you are interested, contact me in care of Hobie Fleet 12, 60 Nardone Rd., Needham, MA 02192.

Earl Becker
Needham, Massachusetts

Continued on page 60

C of C

USYRU Welcomes Twenty of the Nation's Best to Hobie Catting

USYRU CHAMPIONSHIP OF CHAMPIONS



Robert Brown

They came from Ohio and Connecticut, Florida and Illinois. Twenty of the nation's best sailors got a taste of the Hobie Life in the United States Yacht Racing Union's Championship of Champions, held on Hobie Cats for the first time and sailed off Dana Point, California, the birthplace of the Hobie Cat.

Each year, the USYRU invites twenty national champions from the various one design classes to take part in the Championship of Champions. Jeff Alter and brother Hobie were selected to represent the Hobie 18 and 16 classes. The participants were an interesting mix of monohull

and catamaran sailors and the different styles of these sailors proved to be just one of the fascinating aspects in this exciting regatta.

Despite the obvious talents of the monohull sailors, most observers correctly felt that the main competition would be among the catamaran sailors. The Alter brothers, Larry Harteck, the Nacra champion; Richard Loufek, the Prindle 18 champion and Randy Smyth, Olympic representative of the Tornado class, figured to be at the top by the time the regatta was over.

Although the spirit of competition was ever present, all the sailors were extremely helpful to each other. Since the

Skippers and crews learn the intricacies of the Hobie 18 as they head upwind to the weather mark during the Championship of Champions. Sailors who were unfamiliar with the 18 found it exciting.

By Brian Alexander

1983 Contestants

Hobie Alter Jr.	Capistrano, CA	Hobie 16
Jeff Alter	San Clemente, CA	Hobie 18
Bob Bergstedt	Bayville, NJ	18 Square Meter
Bob Cullen	Colchester, CT	Force 5
Greg Fisher	Columbus, OH	Highlander
Jack Franco	Newport Beach, CA	Lido 14
Larry Hartek	Santa Barbara, CA	Nacra 5.2
David Hodges	Santa Cruz, CA	Moore 24
Debbie Lane	San Diego, CA	Prindle 16
Jeff Lenhart	Costa Mesa, CA	Snipe
Richard Loufek	Costa Mesa, CA	Prindle 18
Kirk Newkirk	Gulf Breeze, FL	G-Cat
Jane Schock	Newport Beach, CA	Santana 20
Larry Shedden	Sharpsville, PA	Buccaneer
Chuck Sinks	San Diego, CA	Naples Sabot
Randy Smyth	Huntington Beach, CA	Tornado
Chris Snow	Annapolis, MD	420
Mark Starrat	Palo Alto, CA	Contender
Bob Voelker	Des Plaines, IL	Pintail
Brett Willetts	Vancouver, B.C.	Fireball



Robert Brown



Guy Motil

boat was unfamiliar to most, there was a need for a free exchange of information. Many monohull sailors wisely chose catamaraners as crew. Larry Shedden the Buccaneer champion from Sharpsville, Pennsylvania, chose veteran Hobie sailor Wayne Schafer.

"I had to lead him around a little bit," said Schafer, "but he's a fast learner. At first he couldn't find the marks but I think he got it down alright. He'd be great with more time on the boat."

Indeed, time on the boat proved to be an important factor and for many, the learning began during the races themselves. Hobie Alter Jr. was a very willing teacher. He charged out to an early lead by winning the first race. Smyth, Hartek, Schock, Loufek and Jeff Alter took the next five places and demonstrated the dominance of the catamaran sailors.

Jeff Alter, fresh from his victory in the Hobie 18 National Championship, pulled down a first in the next race, and established the pattern for the rest of the regatta. One of the Alter brothers would win every race but the final sailing.

During the next four races, many of the monohull sailors managed to sneak into the top places, and showed skills which many catamaraners had forgotten. Twisting, spinning roll tacks and pirouettes on the trampoline were not uncommon, and showed the cat sailors that they could learn from the monohullers. Rounding marks became an adventure, and the sailors with more time on monohulls seemed faster in gybing and coming about.

"We've always been lazy tackers," said Hobie Alter Jr. when discussing the differences between the two styles of sailing. "These monohull guys are just so fast. I don't see how they get around like that." Shedden then spent some time demonstrating a spinning tack he uses when sailing Buccaneers, and showed the young Alter how to drop a tiller extension and catch it on the way down as he spun around in an imaginary tack.

After the fourth race, the fight for the championship was between the two Alters, Randy Smyth and the consistent Loufek, with Hobie Alter commanding a tenuous lead over his brother. With Jeff's

victory in the next race however, the brothers were placed in the position of having to beat only each other in order to win since Smyth had taken a fourth.

Nerves were on edge just before the red flag was hoisted. Jeff Alter slid over the line early and was forced to restart. Fortunately for him, brother Hobie got off to a poor start. The brothers tried to cover each other and virtually ignored the rest of the fleet on the first leg. Since Hobie got to the first pin ahead of his brother, Jeff decided that playing catch-up would be virtually impossible. With Smyth leading the fleet, it was necessary for Jeff Alter to attempt to pass boats in order to maintain second place. He moved up steadily and managed to finish in sixth place. Despite Smyth's victory Jeff Alter held on to take second by .3 points. Hobie Alter Jr. took first and became the second man in the nine times the event has been held to repeat as the Champion of Champions. In 1979, he won when the event was held on Prindle 16s.

The monohull sailors had some interesting views on sailing catamarans, and



Guy Motil

expressed them after the racing was over. All felt that the boats were very exciting. One explained the disorientation he felt while sailing. "I'm not sure exactly why it is," he said, "but I seem to have no sense of where I am on the course while I'm sailing this boat. It's an entirely different situation from monohulls."

Even other catamaran sailors felt the Hobie 18 provided a good sailing experience. Jay Glaser, crew for Randy Smyth, felt that "sailing 18s was a lot of fun. They are quite different from what we are used to and it took a little while to get them wired. Jeff and Hobie Jr. however, sailed an excellent series and there was no catching them."

Smyth and Glaser have been sailing together for some time and their experience showed. During one of the last races, they were close behind Hobie Alter Jr. when they tacked for the finish at the leeward mark. Alter and crew Scott Ward covered and a classic tacking duel ensued. Smyth and Glaser executed nearly a dozen tacks flawlessly but were unable to catch Alter and Ward.

All the sailors had nothing but praise for the Dana Point Yacht Club. "The Dana Point Yacht Club did an excellent job of hosting the regatta," said Floyd White, crew for Jeff Alter. "It was also professionally run by the USYRU." The Hobie Class Association provided the skippers and crews with emblazoned polo-style shirts.

Whenever the best get together, regardless of what the sport may be, a certain feeling pervades the scene. A confident air that comes with the self assured knowledge that a competitor carries with him when he knows he is the best, seems to bring an understanding and respect to the participants. Such was the case at the Championship of Champions. There was no braggadocio, only friendship and respect. Even though the catamaran sailors clearly dominated, they understood that had the situation been reversed, so would the standings. This feeling seemed to be the most important part of the Championship of Champions. It truly was a fellowship of sailors.

Hobie Alter Jr. gives the thumbs up sign as Scott Ward takes the controls following another victory in the three day series. All the skippers seem to have the same idea during a crowded start. A meeting of the best takes place in Dana Point Harbor,

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Inland Sailing Co.
Sacramento

Hobie Sport Center
San Diego

Hobie Riverside
Riverside

Wind & Sea Sports
San Diego

Sailboats South
San Jose

O'Neill's Yacht Center
Santa Cruz

Bay Winds Sailboat Co.
Vallejo

CANADA

Sunburst Sailcraft
Edmonton, Alberta

Windsurfing Alberta
Calgary, Alberta

Vancouver Island Marine
Vancouver, B.C.

Southwest Sails
Chatham, Ontario

Olympic Ski & Sail
Ottawa, Ontario

Jack Baker Marine
Mississauga, Ontario

Pringle's Marine Limited
Orillia, Ontario

Sail Craft of Canada
Kirkland, Quebec

COLORADO

Rocky Mountain Marine
Denver

Chinook Sailboat
Pueblo

CONNECTICUT

Candlewood East Sailing Center
Brookfield

Hobie Cat East
East Lyme

Pedal & Sail
Madison

New England Sails
Warehouse Point

DELAWARE

Fairweather Marine Center
Bear

FLORIDA

Cycle Marine
Bradenton

Sailaway
Coral Gables

Aloha Marine
Daytona Beach

Port Tack Sailboats
Ft. Lauderdale

Sailaway
Fort Meyers

Playground Sails
Ft. Walton Beach

Sail Shop
Gainesville

Sailboat Supply
Jacksonville

Ocean Connection
Jensen Beach

Tropical Sailboats
Key West

Action Sail & Sports Center
Melbourne

Sailing Store
Orlando

The Weathermark
Palm Harbor

Sandpiper Marine
Panama City

Pensacola Sailing Center
Pensacola

Mariner Marine
Riviera Beach

Adventure Yachts
Seminole

G and R Sailboats
South Naples

The Cycle Shop
Tallahassee

Tampa Sailcraft
Tampa

FRANCE

Coast Catamaran France
Hyeres

GEORGIA

Dunbar Sails
St. Simons Island

Sailing, Inc.
Smyrna

HAWAII

Valley Isles Marine Center
Kahului

Fromme's Sailing Co.
Kailua

Nawiliwili Marine
Lihoe

ILLINOIS

Southern Illinois Hobie
Carbondale

Sailing Systems, Inc.
Crystal Lake

Thede Marine
Downers Grove

Sail Loft
Fox Lake

Adventure Sports
Rockford

Hamm's Holiday Harbor
Rome

Springfield Sailing Center
Springfield

INDIANA

Pine Mountain
Evansville

Dayne's Marine Service
Portage

That Sailboat Place
Southbend

Sailboats Inc.
Westfield

IOWA

Chalet Companies
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Chanute

Midwest Yacht Corp.
Olathe

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Wichita

KENTUCKY

Louisville Sailboat Sales
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LOUISIANA

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Pack and Paddle
Lafayette

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Lake Charles

Cooks S&L Marine
Shreveport

MAINE

Sebago Hobie
North Windham

MARYLAND

Maryland Marine
Middle River

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The Weathermark
Bay City

Wolf's Annex
Benton Harbor

Sail Place
Cedar Springs

Grand Pointe Marina
Dimondale

Summit Haus of Michigan
Jackson

Sailboats, Inc.
Mt. Clemens

Bloomfield Beach & Boat
Pontiac

Salty Dog Marine
Whitmore Lake

MISSISSIPPI

The Cat House
Jackson

Pleasure Boating Industry
Ocean Springs

MISSOURI

Sailing The Wind
Springfield

MONTANA

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Kalispell

NEBRASKA

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Omaha

NEVADA

Sail & Sport
Boulder City

Reno Hobie
Reno

NEW HAMPSHIRE

Wilderness Outfitters
Milford

New Hampshire Hobie Cat
Seabrook

NEW JERSEY

Cranford Boat and Canoe
Cranford

South Shore Marina
Hewitt

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Lake Hopatcong

Bayview Marina
Ocean City

Hobie Cat New Jersey
Seabright

NEW MEXICO

Sailing Center
Albuquerque

NEW YORK

Jafco Marina
Buffalo

South Bay Sails
Clay

Northway Marine Division
Clifton Park

Finger Lakes Hobie
Dundee

Ballpat Marine
East Patchogue

The Boat Store New York
Massapequa

Shumay
Rochester

NEW ZEALAND

Performance Sailcraft
Takapuna

NORTH CAROLINA

Skyland Sailcraft
Arden

Marsh's Surf-N-Sea
Atlantic Beach

Sailor's Source
Henrico

Sailor's Haven
High Point

Carolina Outdoor Sports
Raleigh

Ships Store North Carolina
Wilmington

NORTH DAKOTA

Scheels Sporting Goods
Fargo

OHIO

Sailing Spirit
Bath

Strictly Sail
Cincinnati

Columbus Sailing Center
Dayton

Sailboat Sales Toledo
Toledo

OKLAHOMA

Norris Marine
Norman

Applegate Cove Marina
Sallisaw

Tulsa Sailcraft
Tulsa

OREGON

Windjammers West
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PENNSYLVANIA

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Pier West
Erie

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Manila

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Pretoria

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Mt. Pleasant

SPAIN

Hobie Catamarans
Barcelona

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Memphis

TEXAS

Sails Etc.
Abilene

Sailboat Shop
Austin

Kyles Sailboats
Beaumont

Boat Shop
Corpus Christi

Inland Sailboats
Dallas

Ft. Worth Sail & Marine
Ft. Worth

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Houston

Woody's Paddles 'N Sails
Lubbock

Simpson's Sailboat Shop
Tyler

UTAH

Hobie Village Sales
Ogden

VIRGINIA

Backyard Boats
Alexandria

Trail 'N Sail
Richmond

Peninsula Sailing Center
Tobbi

Trafton Marine
Virginia Beach

VERMONT

Everyman Sailboat Co.
Colchester

WASHINGTON

Hobie Sports
Kirkland

Bettines' South Sound Marine
Olympia

Hobie Cats N.W.
Seattle

Sports Creel
Spokane

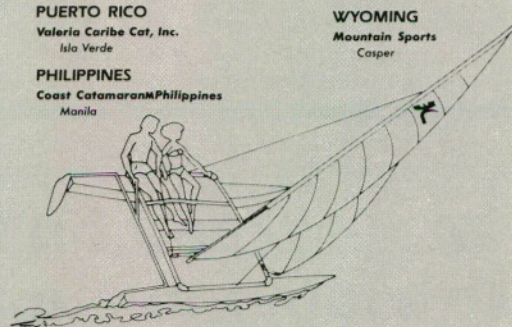
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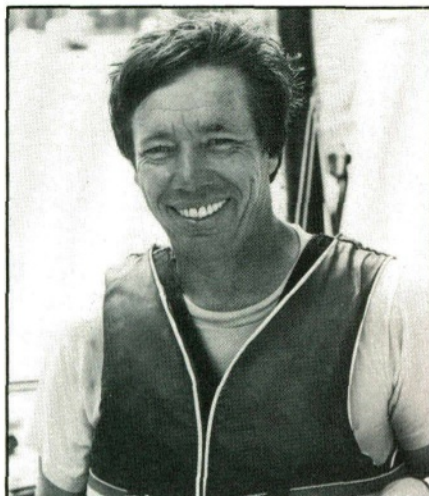
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is printed upsidedown . . .
*except this one.***

Y NATIONAL CHAMPIONS YEARBOOK



R. Paul Allen

1969 Hobie 14 San Diego, California



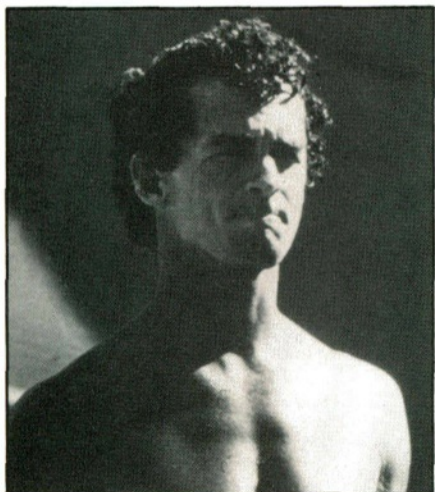
Hobie Alter Sr.

1971 Hobie 16 Coronado, California
1976 Hobie 16 Falmouth, Massachusetts
1977 Hobie 14 Zion, Illinois



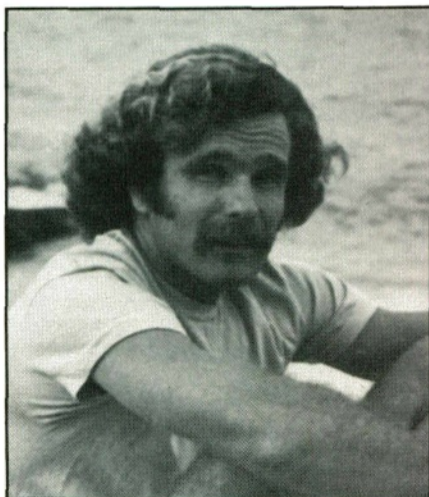
Jeff Canepa

1972 Hobie 14 Surfside, Texas
1977 Hobie 18 Fort Lauderdale, Florida



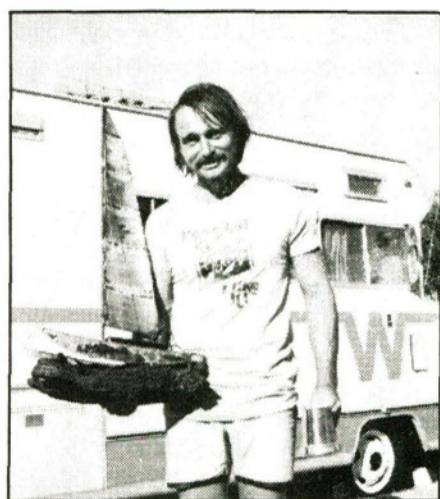
Cappy Sheeley

1970 Hobie 14 Honolulu, Hawaii



Rick Naish

1972 Hobie 16 Surfside, Texas



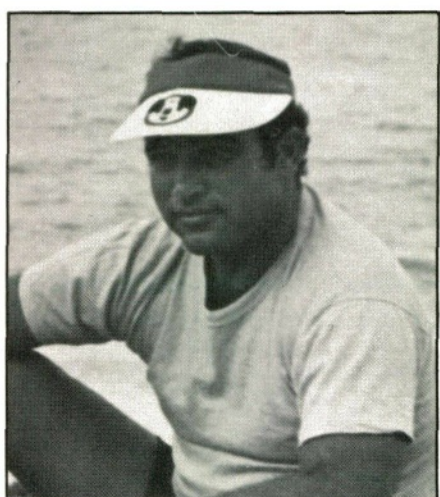
Denis Wilcox

1973 Hobie 14 Lake Havasu, Arizona



Richard Loufek

1971 Hobie 14 Apollo Beach, Florida



Andy Lopez

1973 Hobie 16 Key Biscayne, Florida

The people on these pages represent an era in sailing. They have established Hobie Cats as some of the most competitive sailing classes in the world, but at the same time, they have had fun. That's what Hobie sailing is really all about. While all of them have had the desire to be the best at what they do, by the same token they never seem to lose that quality that they found in sailing Hobies: fun. Before these people raced, yachting was a distant dream for most people. These explorers helped introduce sailing to countless numbers of enthusiasts from all walks of life. This gallery really represents those thousands of weekend sailors who always seem to have a wonderful time.



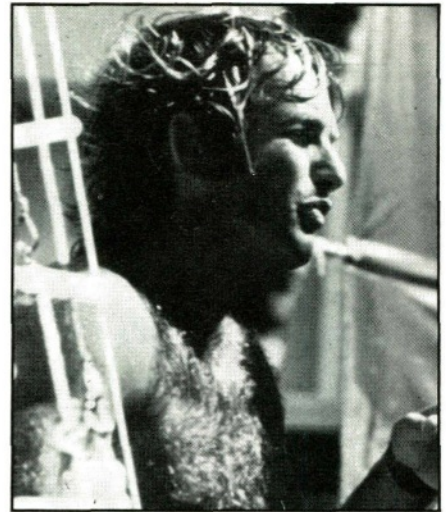
Dick Beauchamp

1974 Hobie 16 San Diego, California



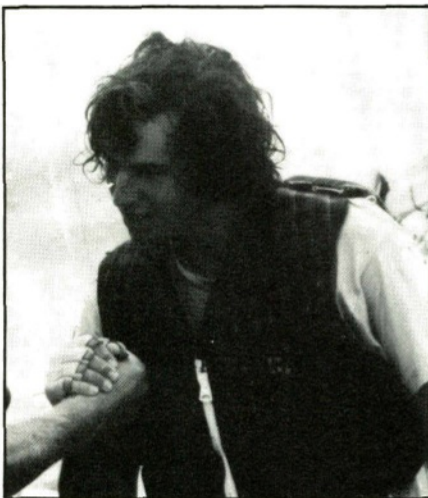
Wayne Schafer

1974 Hobie 14 Key Biscayne, Florida
1976 Hobie 14 Dana Point, California



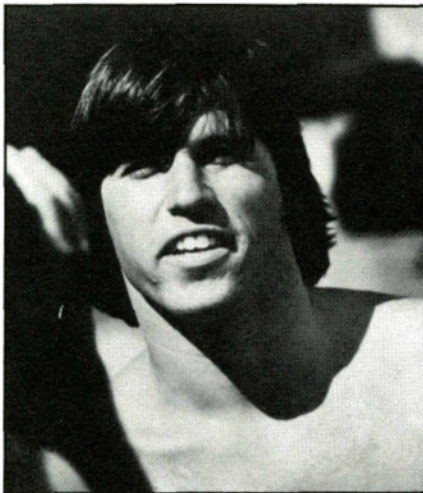
Jerry King

1975 Hobie 14 Ann Arbor, Michigan



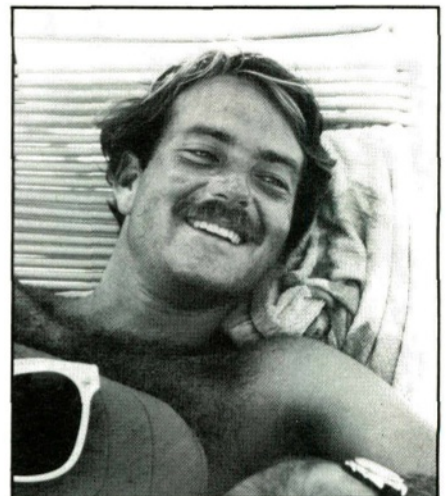
Randy Hatfield

1975 Hobie 16 Hilton Head, South Carolina
1979 Hobie 14 Lake Tahoe, Nevada



Hobie Alter Jr.

1978 Hobie 14 Virginia Beach, Virginia
1978 Hobie 18 San Diego, California
1979 Hobie 16 Fort Walton Beach, Florida
1980 Hobie 18 Traverse City, Michigan
1981 Hobie 16 Ocean City, Maryland
1981 Hobie 18 Sudden Valley, Washington
1982 Hobie 16 South Padre Island, Texas
1983 Hobie 16 St. Petersburg Beach, Florida



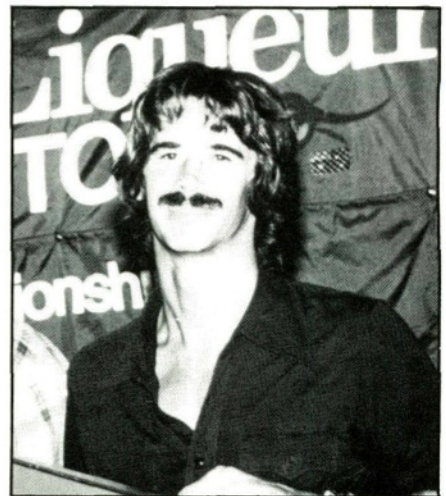
John Ross-Duggan

1977 Hobie 16 Fort Lauderdale, Florida



Mike Shearer

1978 Hobie 16 Bear Lake, Utah



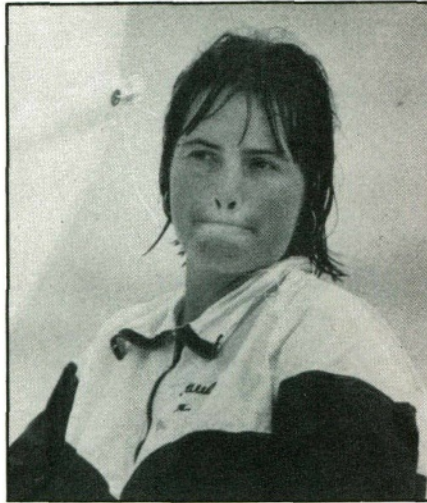
Dean Froome

1979 Hobie 18 Charleston, South Carolina



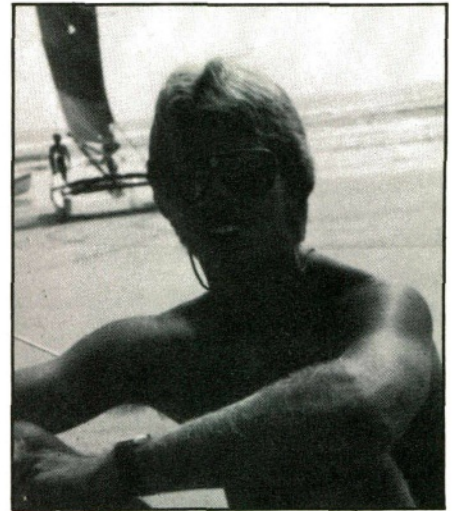
Bob Curry

1980 Hobie 14 St. Petersburg Beach, Florida



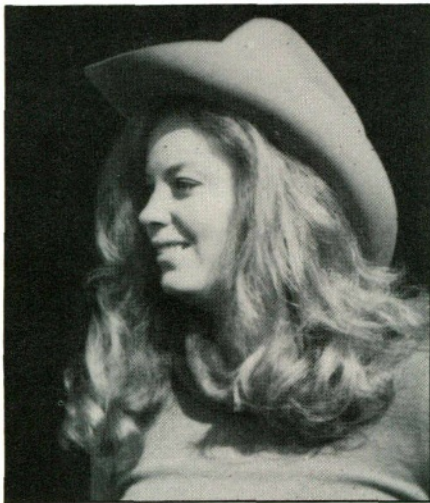
Paula Alter

1979 Women's Hobie 14 Lake Tahoe, Nevada
1980 Women's Hobie 14 St. Petersburg Beach, Florida
1982 Women's Hobie 14 Charleston, South Carolina



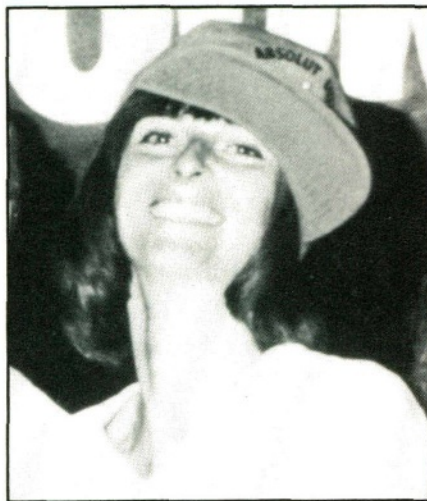
Ricky Eddington

1980 Hobie 16 Santa Cruz, California



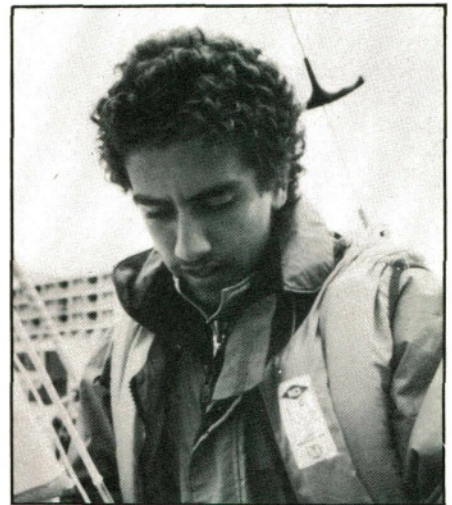
Michelle Stacy

1981 Women's Hobie 14 Corpus Christi, Texas



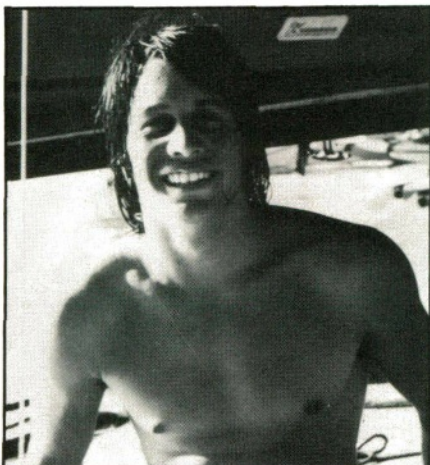
Caroline Winter

1983 Women's Hobie 16 St. Petersburg Beach, Florida



Enrique Figueroa

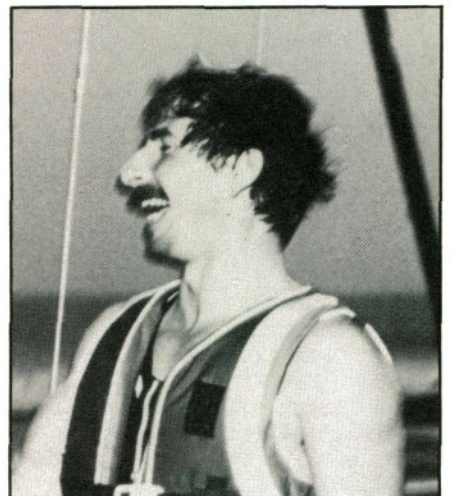
1981 Hobie 14 Corpus Christi, Texas
1982 Hobie 14 Charleston, South Carolina



Jeff Alter

1982 Hobie 18 Key Biscayne, Florida
1983 Hobie 18 Corpus Christi, Texas

Photo Credits:
Dean Froome: Alastair Black; Enrique Figueroa, Wayne Schafer: Robert Brown; Hobie Alter: David Cover; John Ross-Duggan: Christopher Cunningham; Richard Loufek: Jim Elder; Tom Materna, Caroline Winter: Patrick McDowell; Hobie Alter, Jr.: D. Michael Smith; Paula Alter: Nicholas Von Staden.



Tom Materna

1983 Hobie 14 Ventura, California

HOBIE CLASS ADMINISTRATORS

HL: Did you and Hobie really draw the plans for the Hobie 14 in the sand of Capistrano Beach?

BANKS: There was a group of us that used to surf and sail off Poche (Wayne Schafer's home), where we'd talk a lot about sailing and sailboats and draw pictures in the sand. But all the real stuff was done in the Quonset hut in Capistrano Beach.

HL: Did you foresee that things would turn out like they did?

BANKS: Nobody did.

HL: When did you first start with the regatta program?

BANKS: In late 1973.

HL: When did you start with the program Michele? What was your first job?

KRCELIC: In December of 1975. I began as secretary to Rich Jeffries, who was national race coordinator at the time, and Sandy was the class director.

HL: Your job has expanded a lot. What does the U.S. Class Directorship involve?

KRCELIC: Probably 80% of my time is spent on the phone with fleets, dealers, owners, anyone who needs some help or has a question. I pass along ideas other fleets have used successfully. Generally, they want some support in planning their activities and running their fleet.

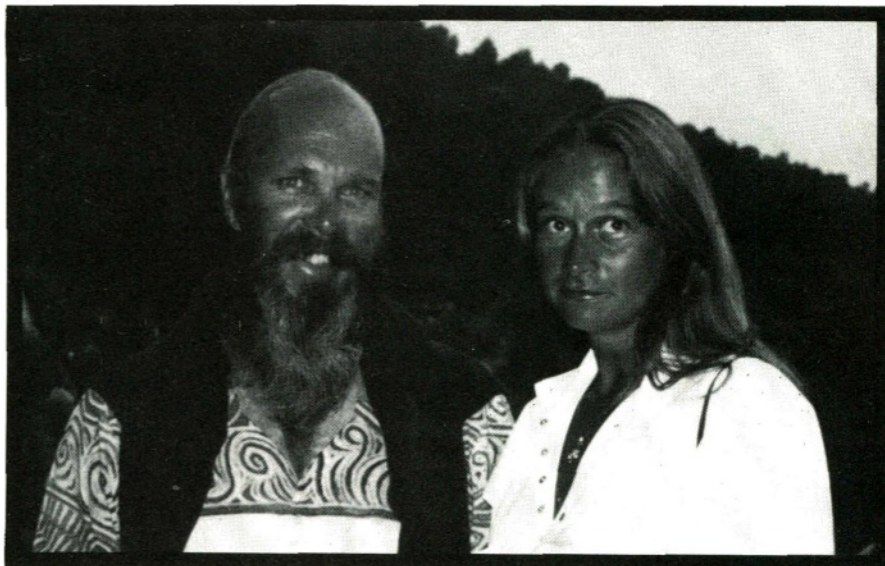
BANKS: Once we've chosen the nationals site, Michele then works with the local fleet and dealer to get the whole thing organized.

KRCELIC: I go to the location and meet with the hosting fleet and dealer and discuss what needs to be done to assure the success of the event. From there we meet with the hotel and start planning with them. At the end of this trip the dealer and the fleet know what needs to be done and who is responsible for what. The hotel knows what to expect and has a feel for the Hobie Nationals. But, of course, they never really know until it starts.

HL: What is the most difficult aspect of producing and running a large event such as the national or world championship?

KRCELIC: I think it's the planning and the number of people, but this year it helped to have skippers pre-register. It alleviated a lot of those problems. It let me know ahead of time how to schedule T-shirts for example, which might sound like a small thing but is not.

When you're the person who does not have his size, it's a problem. Then there's planning the parties, where they will be held, the number of people, the



food, etc. We're dealing with a very large group of people, hundreds for some events.

HL: What about the conditions and the weather?

BANKS: If there is any one thing that is difficult and uncontrollable in running an event, it is the weather. If you have real good, consistent weather, and the courses are easy to lay out, you are basically a mechanic out there and it is easy. But, when you have severe or extreme weather conditions, light or heavy, it makes things difficult and really amplifies any problems you might already have. Still, we try to plan for every condition there might be.

If you have weather where you can't race, then you have to come up with things to keep everybody happy. People have taken time off and spent a lot of money to get there to have a good time. Because of the expense involved by the people and their expectations, the amount of planning has got to be more extensive. There cannot be any mistakes. A good example of this was this year's 16 nationals on the day when there wasn't any wind.

KRCELIC: That wasn't even planned. Those activities were a spontaneous thing, which shows a lot of initiative on the part of the people who help us run the events, like Amalie Ash and T.L.

HL: This year you used a computer for scoring at the nationals for the first time. How did that work out?

KRCELIC: It worked out great. Bob Thomas, a Hobie 18 sailor from Ocean-side, California wrote the program after a few brief conversations with Sandy

and I. Bob arrived in Corpus Christi with his computer in tow and we were ready to try it. The only thing the computer couldn't do at this event was assign boats for Friday and Saturday, but by the 14 Nationals, Bob had it worked out perfectly. The program is really great and saved me a lot of time typing and provided total positions and points each morning so the skippers knew how they stood. Before, only the top ten would be positioned for the press.

HL: What do you see as the future of the Hobie Class Association?

BANKS: In a lot of respects it has not stopped growing at all. There are more fleets starting up every year. Some fleets have a tendency to die out or slow down, but on the whole, things are continuing to grow.

KRCELIC: I agree with Sandy. As far as the fleets go, I think that many of the ones which died out are now coming back. They're getting a new person that's involved, or one of the original people that had been involved does not want it to die since they worked hard to get it started and want to keep it going. We have a lot of fleets that are inactive according to us but that just means that we haven't heard from them in awhile. The revamping is happening all over.

HL: Does it take one strong or motivated person or group to keep the fleet going?

KRCELIC: I think it basically takes one strong motivator to keep it going. They get everyone else involved. Anybody could be that person.

BANKS: The most successful fleets are the ones that have a method of develop-

SANDY BANKS AND MICHELE KRCELIC

ing interest in people over a period of time so that as the leaders of the fleet move on, there is somebody to take their place. They are training people that are willing to work and become fleet officers at some future date. As the current officers are ready to step aside, the new officers have been trained to take over. Then they groom someone for their position. A lot of fleets keep the past commodore on as rear commodore so he or she can advise the new one. That makes them continually successful.

HL: As far as running a regatta, what would you like people to know?

BANKS: I hope people understand that we try to run the nationals in the fairest possible way and give the best competition to the most people that we can. That's why we run the round robin thing. That's part of the reason we've modified the standard yacht racing procedures where we feel we can make a fairer and more competitive race. This also allows the race committee more latitude to correct problems as they arise out on the water but still maintain fairness. But still, no matter how hard you try sometimes things just don't go the way you like them to.

HL: What should a regatta participant do before they come to an event like the national championship?

KRCELIC: As far as what a sailor can do before he comes to a nationals, I would say that the most important thing would be for him to read the sailing instructions and understand them prior to the event and definitely before he gets out on the water.

BANKS: A lot of people think that they know them from the past but we do things a little bit differently and if we see a need to change, as the rules do allow us, we will make changes in the sailing instructions as far as the procedures and so forth.

HL: So there are changes from event to event?

BANKS: More like from year to year. We try to keep it to a minimum. For example, up until this year, we hadn't made any changes in the sailing instructions for about two or three years. This year we included an extra flag that gives us the ability to shift the marks while the race is going on so that if the wind changes radically during a race we don't end up with a reaching leg all around the course. Otherwise you end up with no windward racing or downwind racing which is where all the competition really is, and the skill really is.

The other thing that I think people

ought to do and sometimes don't, especially the first timers, is to check out their boats thoroughly after they get their boat assignments and make sure that everything is in good working order. They can start doing some preliminary tuning. Experienced national skippers usually get to know the other skippers that are sailing their other boats while on the beach so that when it comes time to switch the boats, they know what to do to retune the boat the way they like it since they will know how the skipper before them tuned it.

Sometimes the turnaround time on the beach is too fast but we try to give everybody enough time. But not too much time. (laughs)

HL: Are the first time skippers intimidated by the well known veterans?

BANKS: There is probably a certain degree of that, but over the years I've been doing the regattas, there has been less. Everybody uses factory supplied boats and everybody rotates and switches so there is no boat mystique or psyching the other skippers into believing that you've done something trick to your boat to make you go as fast as you're going. It's really a matter of tuning and sailing ability and that is more important.

I think that the top skippers are more open and sharing than in a lot of other classes. That in itself tends to eliminate some of the intimidation that a first time skipper at a nationals might feel. It just all boils down to that our skippers are pretty good about sharing their knowledge, especially with somebody that they think is no threat. (laughs) They may not share with the guy that they've been battling with all year long, but the guy that is there for the first time won't have any problem. That's one of the things we try to do at our events. We try to create a lot of camaraderie with the parties and activities and so on.

KRCELIC: I don't think that the new Nationals participant is at all intimidated. They are happy to be there and want to meet everyone. By the end of the event, they feel like they belong and have been coming to events for years.

HL: You are probably the busiest class administrators in the world. What sort of toll does the time and travel take?

BANKS: Well, I'm not sure that we are the busiest, but as far as the time and travel, it does take a toll on the personal life. I'm not able to do all the things I'd like around the house. I don't really have much of a social life other than Hobie Cat and our world pretty much

revolves around the class and the boats. When we do have free time, we just spend it catching up on our lives.

KRCELIC: You virtually have no private life for two months straight. Don't be mistaken, I do enjoy it and it is fun to see the friends you've made all around the country, but there does seem to be a lot to catch up on but not enough time.

BANKS: At the regattas, we are not around the social part all that much. We're just out on the water. In the evenings even if I'm not on the protest committee for example, Michele might be working on the scoring, or I might be meeting with somebody about an event next year or with a fleet member about some sort of fleet problem or something like that. One of the really bad things is that over the years, doing all this stuff, I've made a lot of friends that I would like to get to know better and it seems like the time is just not there at the events to do that sort of thing. But on the other hand, we're there to provide a good time for the skippers. Them getting to know each other better is more important than if they get to know me better. I would rather have them have a good time, than me have a good time. I'm going there to work and do everything I can to make sure that the skippers have fun.

HL: What has to happen for you to consider an event successful?

BANKS: Generally, I pretty much know how things have gone. The biggest successes are when you finish up the event and somebody goes out of their way to tell you that they had a great time and they're coming back next year.

KRCELIC: The best part of an event is hearing a first time nationals entrant say that even though he didn't do very well, he had a great time.

HL: So, both racing and having a good time are important at a nationals?

BANKS: Absolutely. Anytime that somebody wants to come to a nationals but is worried about their ability, I tell them just to come and try it. They'll probably have a good time anyway. We do try to take a fun outlook on it. Everybody goes away from the nationals learning something no matter what their skill level is.

HL: Have racers changed over the years?

BANKS: I think that the Hobie classes are extremely competitive and I think that the Hobie 16 class is one of the

Continued on page 59

1983 HOBIE 14 NATIONAL CHAMPION TOM MATERNA

Tom Materna, the recently crowned Hobie 14 National Champion, works as a bank administrator ("Yes, I wear a three piece suit and a tie.") and includes snow and water skiing as some of his hobbies. Although Materna has been a strong competitor on the Southern California racing scene for several years, last month's victory at Ventura was Materna's first national championship.

HL: How long have you been sailing?

MATERNA: Counting the time in the bathtub? [laughs] I learned how to sail over at Emerald Bay, (a cove off Catalina Island, California) in the Boy Scouts. We sailed little Sabots. I had a Lido that a friend loaned me one summer. Then, in 1975, my mother bought me a Hobie Cat. She was driving down the street and some guy had a sign "Sailboats for Sale" and since I had always wanted some kind of boat, I didn't care what kind, and she thought it was gorgeous, she told me to go and take a look at it. So, I went out and bought one. Two weeks after that, I went out to a single handed race, then I went to the 1976 World Championship in Hawaii. I'd won the Division championship for C fleet.

Later, Don Olmians, an A fleet sailor, got tired of me running in to him every Thursday night in Marina del Rey so he decided he was going to teach me how to sail. He taught me a few things about where you're supposed to start and what you're not supposed to do. He tuned up my sails, put double battens in the bottom pocket and bumped all the tapered battens up to move the draft back. The boat went like a rocket.

HL: Did you race prior to buying your Hobie Cat?

MATERNA: No. In 1976, I learned a lot. I learned a lot watching the first Hobie 16 World Championship and decided they were so much fun I was never going to miss another one. I blew the qualifying.

HL: Well at least that proves there's hope for those who are not currently making the qualifying rounds. What did it take to progress into being one of the top sailors in Division 2?

MATERNA: I guess now you could say that I'm at the top of Division 2, but I certainly wasn't for a long time. In fact, I was in B fleet for what seemed like forever. I attribute my success to my starts. Starting in those big fleets helped me learn how to get a good start.

HL: What kind of starter do you consider yourself to be?

MATERNA: The best there is in Division 2. A lot of people have said that to

me. I start about two or three boats back from the leeward pin because it doesn't pay to blow a start especially in the big races.

That's really the key. Good starts and having the room to drive the boat to keep the momentum up. And staying out of trouble. I spent years hanging out at protest meetings. But I hung up my flag three or four years ago. To keep myself out of trouble in the big races, I'll keep one on the boat, like, for starting line fouls or for when someone pushes you into another boat and you have to protest in order to keep yourself from being protested.

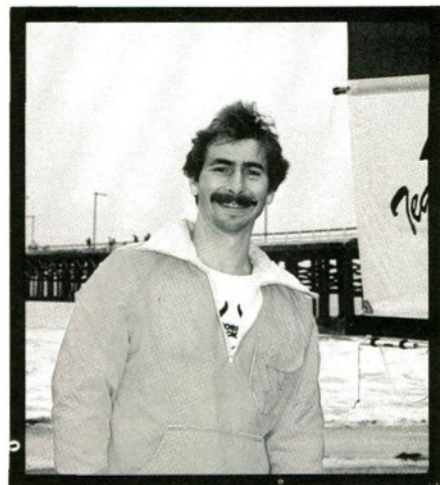
HL: In the 14 Nationals, you won four of the seven races you sailed. To what do you attribute that?

MATERNA: Being honest, two of those firsts, I don't know if they were gifts or everybody else wasn't paying attention . . . but to move from fourteenth at C mark to first at the finish is not a typical situation at the nationals. There was a big windshift, they all rounded C mark and didn't tack, just went straight out. I looked off the side and thought the committee boat was a lot closer. I was never going to catch anybody if I followed them, so I tacked off and never looked back. That's one of my philosophies in the big races. There's only one way to look and that's in front. You keep saying to yourself faster, faster, faster. Sheer energy and momentum and mind input into the boat make it go fast. Don't worry about what the other guys are doing. That's how I beat the leader of the race.

HL: Did you tune your 14s differently for light or heavy air?

MATERNA: I don't know how to tune a 14. [laughs] The new six batten sail is really neat. Smyth deserves a commendation for what he did. The sail's beautiful. They were a little full, but I found it paid on this particular set of sails. I ran with wrinkles in the pockets on the top three battens and I stuffed the bottom three.

Downhauls are a real big key. Nobody sets their downhauls on the shore because they don't want everybody else to see how they're doing it. But Bob Curry, myself and Enrique Figueroa were downhauling it just about as far as we could get it. The harder the wind blows, the harder you downhaul it. It just makes sense. You need to have the draft in the right place which is somewhere around 30 or 40 percent depending on wave conditions and whether you're going to be doing a lot of reaching or running downwind.



Travelling it out is one thing I did that I know a lot of other people did not do. I ran my traveller, in all conditions, never in closer than the hiking strap.

HL: Even in light air?

MATERNA: In fact, in light air I travelled it further than the hiking strap. As soon as you get the boat going at apparent speed, you can flatten it out and, if you pull in on the rope an inch or two, the forward part of the draft will be sucked back. I would get the boat going and just sheet it in, create a bunch of pressure and the boat would just kind of jump forward a little bit. It would stay with me until either a break would come by and shake the wind out or I'd reach out too far and lose it. Then I'd just cut the sail again, catch the wind and get the boat going. I did not set and leave the sail. I worked it.

HL: What advice would you give new sailors who are just beginning to race?

MATERNA: Learn the rules, because if you don't use them to your advantage, someone else will use them to your disadvantage. Learn how to drive the boat. The go fast items you can buy for your boat are not as important as learning to drive it. I believe in telltales. Get a bunch of them on there and learn what the proper sail shape and proper settings are. I put more telltales on every one of my national boats and I really thought it made a difference. I could tell when I really had the sail right for the amount of wind and the direction I was headed. Then of course, there's the starts. Be sure to start on time, and with boatspeed. Try to remember who beats you and what they did to do it. I always tried to put that information to use. But, I guess the start is the most important thing. In the 16 nationals, the first four races I started, I got to the line first. I didn't always stay there . . .

HOBIE 16 AND 18 NATIONAL



Hobie and Jeff Alter were the only two sailors to successfully defend their national championship titles this year. The Alter brothers are often asked why they have been so consistent in being two of the top Hobie sailors in the country. It has been suggested that it's in the genes, or maybe they know something that the rest of us don't. In a candid interview, Hobie and Jeff discuss their points of view on racing and what it takes to make it to the top.

HL: Your sailing lives are well known, but what do you do when you're not sailing? What do you do for a living?

JEFF: I woodwork. I build furniture and cabinets and things like that.

HL: How long have you been doing that?

JEFF: For about seven years. Three years for a living.

HL: Hobie?

HOBIE: I make Hobie Sunglasses.

HL: What is it like competing against each other? Are you more or less competitive?

JEFF: It probably makes us a little more competitive. But, we're competing against whoever is out there. It's not really that much different.

HOBIE: I think that in a lot of sports, where there are two brothers that are close in ability it seems like it does help.

JEFF: We push each other a little more.

HOBIE: Look at the Mayer brothers in

skiing. One wins more than the other one but the other is really hot too. They push each other and help each other. I think it's actually good.

HL: Do you sail with the same type of tactics?

HOBIE: No, but no two brothers are the same.

JEFF: We have different tactics.

HL: So you learn from each other?

HOBIE: My feeling is that Jeff is moving closer to my tactics. There's not so much going for first place all the time, but he's still aggressive at the starts. More so than me, but I see him sailing up the middle of the course a lot more than he used to.

HL: Do you ever take a flyer, Jeff?

JEFF: Not that much anymore. Now I've learned that it's better to pick them off slowly and let the other guys take the flyers.

HL: How do you use the other boats on the course?

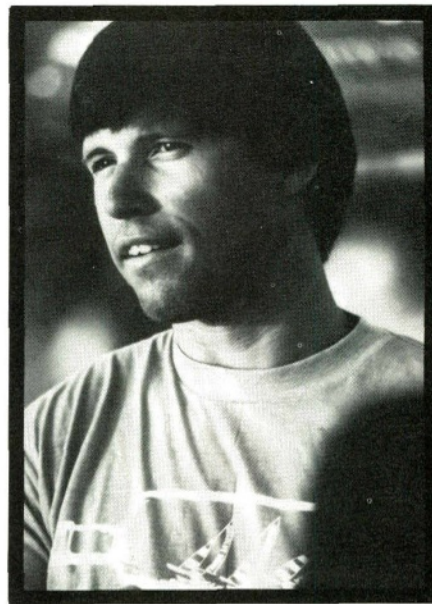
JEFF: You use them to your advantage. A couple of other boats can help you at a mark rounding by pinching some other boat out so you can get below them and drive away from them. Other boats can hurt each other more and sometimes you're glad to see other boats doing your job for you.

HL: So that's just being observant around the course?

HOBIE: I think once you've raced enough, you start learning that every little thing helps. You start learning little things to do while you're racing that have nothing to do with the wind. For instance three boats are converging on each other downwind. You have to figure out the right way to force one guy to gybe so he'll gybe on top of another guy then he'll gybe away so that you get those two guys stuck together and they give each other a hard time. There are times all around the course where you can plan to use other boats to slow people down.

HL: How do you account for the fact that you two have won a good percentage of the national championships over the last several years?

HOBIE: Probably the fact that we get to go to them. We compete in a lot of nationals so we are not as scared or psyched out or whatever people do



when they get to a nationals. I think we just sail our best. A lot of other people are trying to go for it a bit too much and in sailing, that just doesn't pay off.

JEFF: I think we are a lot more calm as far as not worrying about what goes on between races.

HL: How did you learn about racing?

JEFF: Well, we just raced a lot around here and talked to the guys that have already done all that stuff like my dad and Wayne Schafer.

HOBIE: We started young and had all the guys in Division 2 to compete against for all those years and it's one of the strongest divisions.

HL: What advice would you give to new sailors that are interested in racing?

JEFF: To pay attention to all the sailors who already know what they're doing. Not so much the boat tuning, just sailing around the course. Rigging your boat is important, but it's not the way to win. If they watch the 'A' fleet start for example, then go and do it themselves, they would probably be winning their fleets.

HOBIE: If somebody wants to become a top racer, then they have to start learning from the guys at the top. If they just want to go out and have fun, then it's not that critical. It depends on your goals. There are probably a lot of people who should try harder to go out and just have a good weekend because they probably don't have the time or the drive to put themselves up with the guys at the top. The guys who are really com-

CHAMPIONS

JEFF AND HOBIE ALTER

petitive are the ones who should be going out and asking all the questions.

HL: Do you do any sort of physical training?

HOBIE: No. I should. The 14s kind of wore me out a little.

HL: How do you learn new things about racing?

HOBIE: I think one good thing is to read articles that are written in all the sailing magazines. There are lots of good books out there. I'd say some of the better sailing books are written by monohull guys. These guys know exactly what they are talking about. You can learn a lot then adapt it to catamaran sailing; especially tactical and starting ideas.

HL: What are some of the differences between monohull tactics and catamaran tactics?

HOBIE: They (monohull sailors) pretty much sail the middle of the course. They hardly ever go off to one side of the course. Since the boats are so equal and slow, they really learn how to take everything they can out of the situation. They have a better feel for the wind than the catamaran guys and if you can get that feel, then use it on catamarans, you'll be better than the other cat sailors.

HL: Jeff, was there much of a drive to beat Hobie?

JEFF: Yes, but as I've said, the drive is really just to win. But, he was always there, so sure, I wanted to beat Hobie.

HL: What did each of you think of the Championship of Champions?

JEFF: I liked it. I thought it was *really* neat.

HOBIE: It was fun. In my opinion, I thought it was great that Jeff and I as brothers could finish first and second. It meant a lot for the ability of the sailors in our class, because Jeff and I obviously do not always get first and second in Hobie nationals. We should have beaten the monohull guys, so we just had to beat Randy Smyth, Loufek and a couple of the good guys from the other classes. Randy has been kind of built up recently because of the Olympics so it was kind of nice to get a chance to sail with him.

HL: Would the results have been different if they had another week on the boats?

HOBIE: Sure, but I think we could have beaten them again. The catamaran guys could have definitely switched around. The races were mostly in light air which is more tactical with the strategy, so actually it wasn't a whole lot of boat speed.

JEFF: I agree. Their boat speed was just about the same as ours in most cases. We didn't seem to have much more.

HL: How did the monohull sailors adapt?

JEFF: They came on a lot stronger than I expected. If they had a couple of more weeks on the boats, then they would have mixed in more with the catamaran sailors. I liked the C of C because it was a little more prestigious so we got a little more credit than we usually get for something.

HL: What kind of start do you prefer to execute, Jeff?

JEFF: I go for the favored end of the line whichever end that ends up to be. I'm not a very good middle of the line starter. I kind of get buried. Hobie's real good at it, but I can't seem to get it. I don't always get the start, but I think that I'm pretty good about blowing a start then getting myself out of trouble.

HL: Hobie?

HOBIE: Well, I usually prefer starting in the middle half of the line because there are generally less boats there and they are usually less competitive sailors. As long as you can pop out in the middle, you don't have as many boats around you that you have to worry about. Also, if the wind were to shift, you're on one side of most of your competitors and if the wind were to lift, then you're immediately ahead of them. If it heads you, then you're clear enough so that you could tack. In the middle, you don't have to compete for the start as much as at the pin.

JEFF: Being more aggressive at the start gets me to the weather mark faster. In the 18 nationals when Hobie and I raced against each other, I was usually in the top three boats and Hobie was usually in the top six, but he would come up from behind. Still, I like to be up front at the beginning.

HL: What's the secret of moving up on the rest of the fleet?

HOBIE: Often, it is just a matter of not

making a mistake if you are in the back of the pack. By being conservative, I get a pretty good start; and I am usually in the top ten to the weather mark. I don't have to worry about passing. If you do pass, it's not always in boat speed. It's who makes the mistakes. If they make a poor mark rounding, you get clean air back to the weather mark. It's really just knowing from experience where to pick people off.

JEFF: I just learned how to do that. I think a lot of it is not giving up. I used to get in the back of the pack and that's where I'd stay. I think a lot of it is concentration and trying harder. It is just sticking with it and not giving up.

HL: What would you say to people that did not make the cut in one of the championships this year?

HOBIE: If they are like me, they've got a lot of improvement to do. They have to set goals. If I were one of those guys, that would be a better goal than where I am. Look at all the guys you could improve upon each time. You could move from the thirties into the twenties and move past ten people.

HL: Jeff?

JEFF: Most of the guys who get angry when they don't make the cut are usually the guys who are used to getting in the top ten. Most of the guys I talk to that didn't make the cut are happy they just improved.

HL: Does winning the national title diminish in excitement after the first time?

JEFF: It's never like the first time. You want it as bad, but the first time is more exciting. After you've tried so hard for so long to win one, it is *real* exciting. I don't think it keeps you from wanting it just as much the next time.

HOBIE: Once the event starts, that's it. Everybody is there to try to win and do their best to sail to their potential, so I figure that I should be one of the top five guys if I sail to my potential. So, there is the pressure and when you win, that's great.

HL: Racing doesn't get boring?

JEFF: I have fun going to the regattas on the weekends in the summer. It's not so much the sailing part of it, just the people and everything.

HL: How much longer do you think you'll be racing?

HOBIE: Well, Wayne's about 54 . . .

NATIONAL CHAMPION CREW FLOYD WHITE

Although Floyd White is still a relatively young 26 years old, he is one of the most experienced Hobie Cat crews around. For nearly seven years, White has been helping skippers like Miles Wood, Hobie Alter Jr. and Jeff Alter win major championships like Jeff Alter's win at the Hobie 18 National Championship in Corpus Christi. When not sailing, White works as a yacht broker in San Diego. He started in the business by forming his own brokerage geared strictly to used catamarans. Now he sells the Hobie 33 and another racing sloop called the Merit.

HL: How long have you been crewing?

WHITE: Well, for my first nationals I crewed for Miles Wood in Fort Walton Beach, Florida (1979). I've been sailing on and off for about 15 years, but crewing for Miles in Fort Walton Beach really got me excited. We finished fifth.

After you go to a nationals once, they're kind of addicting. You learn so much. Hobie Jr. recognized me from when I crewed for Miles, and when the skipper I was with didn't qualify, I ended up crewing for him at the 18 Nationals in Washington in 1981.

HL: What got you started in crewing?

WHITE: Well, it's a little bit easier than skippering. Not having to worry about the boat and the deposits. [laughs] Actually, it's the pressure. I like going and having a good time and not having all the worries. I feel that the skipper can take all of the mental competition. I'm there to help him in every way I can, but I enjoy it. I really enjoy crewing.

HL: Do you suppose that's why a lot of people crew instead of skipper?

WHITE: Yeah, I think so. I don't feel like I can be as competitive physically, because I'm not a real big guy and I've watched Hobie and Jeff drive that Hobie 18 pumping that main all week long, and I know that I couldn't be that competitive. But I still like to win. I think sailing with those guys gives me the opportunity to finish well in all the regattas. I like that and I know I wouldn't be there if I wasn't crewing.

HL: When did you start to sail?

WHITE: I started sailing in Virginia and I sailed quite a bit on Lake Mead in Nevada. Then I worked for Miles Wood in the Hobie shop in San Diego and crewed for him in Florida even though we were light and had to carry weights.

I first started on a Sunfish and got my first Hobie 14 in 1972. I've primarily stayed with Hobies.

HL: How much do you weigh?

WHITE: I weigh about 118.

HL: Is this a clear advantage?

WHITE: To be real competitive on a Hobie 18, you want to be around 285 to 300. Jeff and I are right at 300 so that makes us heavy enough where we can hold the boat down in heavy air, but light enough to where we can be competitive in lighter air.

HL: The Alters have said that a good crew is one that really wants a victory and can take a lot of screaming from the skipper. True?

WHITE: I enjoy winning and I'm pretty patient as far as taking orders when they feel that they want something done in a particular way. I realize that they get excited and are out to win. I like the competitive feeling I get from them. It doesn't bother me if I get yelled at a little bit.

HL: What are the functions of a crew during a race?

WHITE: The crew's job starts pretty early as far as getting the boat ready. I'm usually down at the boat before Jeff for tuning the front half of the boat the way I want to.

HL: Does he leave that up to you?

WHITE: Well, as far as things like jib tension and the halyard. But we'll both discuss the rigging of the boat and I'll help him in getting things taped. I've sailed with him enough to know how he likes certain things.

HL: Do you ever give him advice?

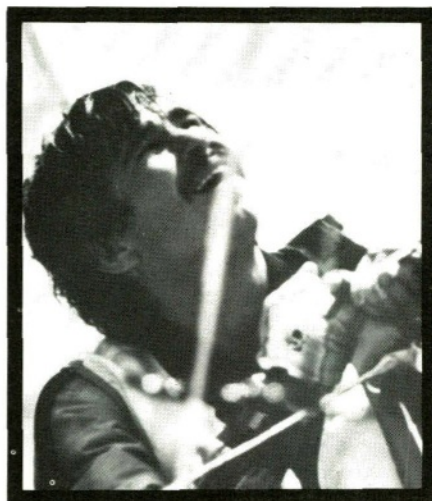
WHITE: I'll never tell him how to adjust a sail or anything, but sometimes if I feel the boat's flogging or that we're not driving well, I let him know that I think the boat's not moving as well as it should.

HL: What about looking for other boats?

WHITE: Yes, but Jeff's always looking around for boats too because the strategy is to use the other boats as pawns. Jeff just sails around them like they're standing still. But I'll keep an eye out and let him know if somebody behind us has tacked over. Every once in awhile, he'll ask my advice on calling laylines.

HL: What are some of the extra things a crew can do to make the race easier on the skipper?

WHITE: Working well enough with the skipper to where he doesn't have to take time to worry about the crew so he can concentrate on the boat speed and the tactics. The amount of time and experience they have on the water is how they got that good and I recognize that, so I try not to interfere as far as arguing or disagreeing with one of their decisions.



It's very important for a crew not to argue with a skipper but rather to just go with it. A little bit of time hesitating during a tack can make the difference.

HL: What is the most important thing a crew does to contribute to a win?

WHITE: No mistakes is probably number one. When the boats are finishing well with good speed it's because they haven't made mistakes. That's the secret to racing. It is a team effort.

HL: Do you feel crews are recognized enough?

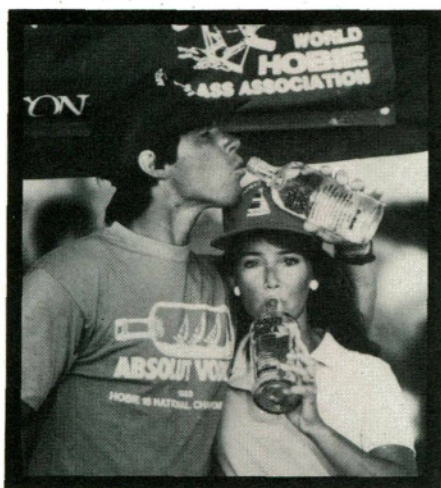
WHITE: Yeah, I think they are. I think everything goes to the skipper because he deserves it. They call the shots. People are always very supportive of me when we win. They congratulate me.

HL: How can people who are just starting to race but may be having trouble with the crew/skipper relationship become better at working as a team and still get along?

WHITE: Just realize that the skipper is still learning too and remember that when there's conflict between the skipper and the crew, they are not doing well. When you're out in front, everybody's smiling and having a good time. But when you're behind, little mistakes get amplified. The best thing to do is realize that the skipper is trying to do the best he can. Have a little patience, don't argue and talk back because it interrupts their concentration. A team will pick up more ground by working together rather than by arguing. A lot of times, skippers do not mean to yell. It's the excitement. Then there's the water and wind. Sometimes a skipper has to yell to be heard. It is very important that the crew try to work with them and realize that it is not personal.

16 OPEN

Hobie Jr. Takes the No Wind Nationals



The sails of Hobie 16s dominate the Tampa Bay scenery off St. Petersburg Beach, Florida (top). Winning skipper Hobie Alter Jr. and his wife/crew Sean Alter, celebrate their victory with a sip of the sponsor's product. This year's victory marks the third straight year Alter has won the Hobie 16 championship.

Fall brings smiles to the faces of Florida's sailors as they anticipate the arrival of the weather fronts and their accompanying winds. The phenomenon occurs every year. Every year, that is, except this year when 154 teams arrived in St. Petersburg Beach, Florida, for the Absolut Vodka Hobie 16 National Championship.

"Man it was slow," commented Hobie Alter Jr. after the week's racing. "It was the lightest air nationals ever. But I think we've found out that everyone can pinch and," he continued with a smile, "that everyone from all over the country is good at going slow."

Wind or no wind, the competition was stiff. Top Hobie sailors like World and National Champions Enrique Figueroa and Jeff Alter seemed ever present and led top Hobie 16 sailor Alan Egusa to comment that the field was "... as tough as I've ever seen."

Newcomers like Steve Sersen of Baltimore, proved that they belonged in a National competition and gained confidence in their abilities. Even many, like Sersen, who did not make the cut into the

finals, maintained their enthusiasm. "I'm really happy knowing I can compete with the leaders," Sersen said. "I'll be back next year and I'm going to try to be already qualified."

Indeed, qualifying can be the toughest part of a Hobie National Championship, especially in the 16 class. Out of 73 teams that tried to advance through the three heat qualifying series held on Sunday and Monday, only 15, including a B-fleeter from California named Bill Rendler who won the series, managed to qualify. Hosting Floridians took seven open spots while Californians took five. Two teams from Texas and one from Brazil also advanced.

Tuesday's racing saw Mike Shearer and his mother/crew Marilyn Shearer of Salt Lake City, Utah, charging out in front of the fleet by sailing nearly all the way into the beach on his way around the course. This strategy earned the Shearers a first race victory and also set a precedent the racers were quick to follow in the remaining races.

Those watching the next race from the top of the Hilton had a tough time figuring out what was happening. Not even the diagram of "How to Watch a Hobie Regatta" helped unknowing spectators as the wind shifted and the course was

**By Terri Crary
Photos Patrick McDowell**

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changed midway through the race. Bob Seaman and crew Ross Tyler led the fleet around the all-new A-C-A-B-A course with the wind shifting so much that the sailing was downwind to both C mark and A mark. The wind picked up to the best level of the series (15 knots) for the next heat which Carlton Tucker and Todd Brooks won with room to spare. Sadly, the wind died back down for the rest of the day and the rest of the week.

The weather was perfect for sunbathing as Wednesday dawned, but the wind was disappointing. Munching "Hobie dogs" and baking in the sun replaced sailing as the order of the day. Finally, at 1:30 in the afternoon, the boats were called off the beach. With winds shifting in bursts of five to seven knots, the shore remained the favorite tack for the racers.

Egusa, Tucker, Wally Meyers and Chris Veneman provided the only excitement on Wednesday as they battled each other and swapped places on every leg. "It was the best race of the regatta because it was a real game of positioning," Tucker said.

Jeff Alter and brother Hobie surged ahead on Thursday and ended the semi-final series of races in first and second



place respectively. The results, announced at an Absolut Vodka hosted pool party replete with music and a generous buffet, read like a who's who of Hobie sailing. But, as the finals would prove, leading halfway provides no guarantees.

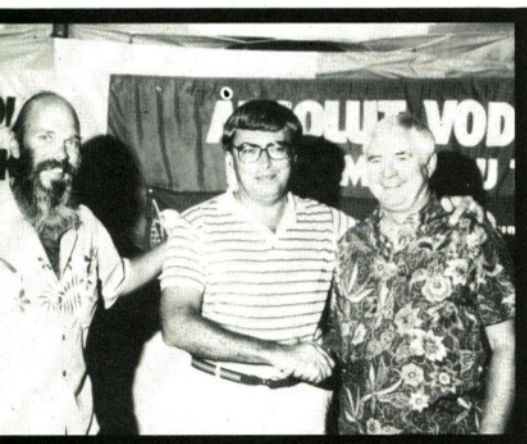
The 48 remaining skippers were called into a 9:00 A.M. skipper's meeting and emerged eager to sail. With practically no wind however, racing was delayed indefinitely and teams were forced to resort to a set of Absolut inner tubes. Within moments, the Hilton was transformed into a scene from Beach Blanket Bingo or Pool Party Splash. Hobie representative Amalie Ash and Beach Captain Tony Lewis (T.L.) grabbed megaphones and promptly organized the first ever Hobie National Inner tube Paddling Contest. After a single elimination series held in the pool, where several cases of dive bombing and illegal dumping were reputed to have occurred, the teams moved on to the Gulf of Mexico for the championship series. Amidst shouts, laughter and heated arguments with the race committee, Team Dolphin Strikers emerged victorious. The rest of Thursday was spent in volleyball games and general relaxation until the boats were finally called off the beach at 4:30 for the last races of the semi-finals.

The first two heats of the finals were held in 5 knot winds that oscillated around

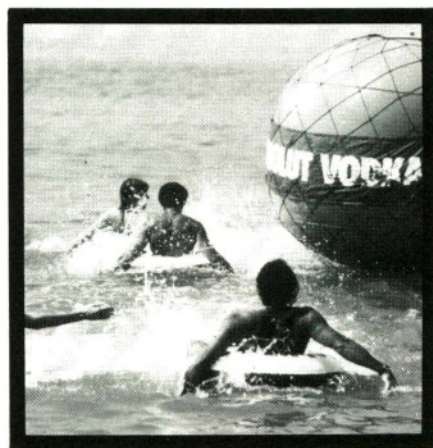
the northwest. Because of the light air and established ways to go, there was a stronger than usual emphasis on the start. Many leaders took on big points and overall scores rose. "It's hard to pass anyone in this light air, especially since it's not shift," Hobie Alter Jr. said. Bob Whitehurst looked good at the end of the day with a second and a third.

At the start of the last day, Hobie Alter Jr. and his wife Sean were in the lead, followed by brother Jeff and his crew, Floyd White, Miles Wood and Whitehurst. Jeff Alter was one of a large group jammed up at the port end of the line in the first heat and then had more bad luck when he was fouled in another heat. Even though his overall standing dropped, Alter felt good about his performance. "I'm usually not quite this consistent in light air," he said. "We were doing very well until we ran into bad luck." Bob Seaman attributed his first and seventh place finishes in the first two heats to playing the shifts and maintaining good boatspeed, while his crew interrupted and added, "and dumb luck." Up-and-coming national competitor (and high points qualifier from Division 2) Keith Christensen paralleled Whitehurst's performance of top ten finishes in four of the five final heats.

Continued on page 55



Sandy Banks (above, left) Executive Director of the Hobie Class Association, and Hobie Cat President Doug Campbell (right) thank Carillon Importers V.P. Dick McEvoy (center) for the support of Absolut in sponsoring the Championship series. Hobie 16 racers ham it up for the camera on one of several light air days in St. Petersburg (top). Bob Seaman (with cap) and crew Ross Tyler, drift towards the mark (right). Who needs wind to have fun? Hobie regattas were meant for racing, even if only in inner tubes (far right).





16 OPEN







16 WOMEN'S

Winter Puts a Chill on the Americans

Our girls were fired with enthusiasm and this tremendous incentive got them all out on the water competing in the first South African Ladies Nationals," said Caroline Winter in recalling the event which allowed her to come to America to sail in the first ever Absolut Hobie 16 Women's National Championship in St. Petersburg Beach, Florida. Winter felt she was "fortunate" to have won the South African event, but her U.S. opponents failed to see how luck could ever be against Winter. She dominated the U.S. competition.

The best American women were set and ready to race on October 10. Dorian Goldberg, Linda and Kelly Bowerfind, Paula Alter, Kelly O'Brien, and others had no inkling that the woman to beat would be an unknown South African sailor.

Veterans from past 14 nationals and women who sail 16s almost exclusively met each other for the first time in the light shifty winds off St. Petersburg Beach in the Gulf of Mexico. Since there were 48 teams registered, there was no need for qualifying races. Instead, a practice day was called and it was then that the Americans realized that a new face had arrived to challenge them. Winter charged out to take two victories and a second place.

After the practice races, the women had a chance to relax during a party hosted by Absolut Vodka which also hosted the ladies to dinners and lunches throughout the run of the regatta.

Tuesday dawned and the wind conditions improved. "For the past four years since we started having women's nationals, they were held the week before the open nationals and it is said that as soon as the women's event was over, we took the wind with us and left the opens with no wind," recalled Dorian Goldberg. "Well, this year they tried to outsmart Mother Nature by holding the open event the first week and the women's the second week. As they say, you can't fool Mother Nature. The first week was light and shifty throughout and now it was starting to blow."

It looked as though the racing would be exciting and spectators were afforded an



excellent view of the action from the Bali Hai Lounge high atop the Hilton Inn. But they would have to watch carefully because the wind seemed to be in a constant state of flux. Each day saw the weather mark in a new location and a different side of the course was favored.

First day action saw Patti Paul and Karen McCarthy from Kailua, Hawaii make the most out of one of the day's many windshifts on the last leg of the heat to snag a first. Winter and crew Lisa Stuckenberg pulled down a first in the second race and, as the wind velocity increased, Kelly and K.K. O'Brien, trained for heavy air by friend and co-sailor Carlton Tucker in Fort Walton Beach, Florida, won the third race. O'Brien finished out the day in the lead.

Light air greeted the sailors in Wednesday

Patti Paul (left top) and crew Karen McCarthy (right top) slide their boat off the beach before a race in the women's Hobie 16 National Championship. Cindy Deans (below left) and skipper Marlene Sassaman (below right) make final tuning adjustments. Over the years, the women have proven themselves capable of handling all the duties involved in racing.



By Brian Alexander
Photos Patrick McDowell

16 WOMEN'S



(above, left to right) Absolut representative Cindy Kaiser, Absolut regional manager Tony DeSesso, Hobie Cat representative Miles Wood and Class Association Director Sandy Banks, congratulate first place trophy winners Lisa Stuckenberg and Caroline Winter.

Meet the Champions

Both Caroline Winter and Lisa Stuckenberg are talented skippers. Winter began her sailing life in the 1960s when she lived on the Isle of Wight off the southern coast of England. She began sailing a Hobie 14 three years ago and has done well in several major inland regattas. She has also won the South African Ladies Hobie 14 National Championship this year. Winter serves as the editor of her local fleet's newsletter and also works as the publicity director for fleet activities.

Stuckenberg has won most of her sailing victories on a boat called a Dabchick which she has been sailing since the age of 11. She became one of the top Dabchick skippers in South Africa before she went on to catamarans and placed second behind Winter at the Republic of South Africa 14 National Championship.

day's first race, but would increase to double trapeze weather by the afternoon. Since only 48 teams were participating, all teams sailed every race as opposed to the traditional rotating schedule. Winter again came out on top in the first race of the day, but Alter and crew Sean Alter fought back with two firsts in a row and took an overall lead of two points over Winter.

The final day of racing promised to be exciting. Nobody was disappointed. As the teams tacked back and forth waiting for the starting gun, Race Chairman Sandy Banks posted a course which demanded four weather legs (AC ABC AC ABC). Wind speed was increasing and storm clouds loomed overhead, making this race the most treacherous of the regatta.

Alter, anxious to maintain her lead against the surprising South African, crossed the line early and was forced to start over. In her efforts to clear herself, she capsized on the starting line and could only float and watch as the other racers pulled further ahead.

As the race progressed, so did the wind. In gusts of more than 25 knots, Linda Leon held off the rest of the fleet but Winter and Goldberg, with traveller cars halfway out and doubled trapped, came screaming up from behind. As the front

grew more ominous, and the wind increased, Banks shortened the course to ACABCAC. Even the hardest of sailors found they had taken on all they could handle. Some even capsized quite early, but Linda Leon managed to hold onto her boat and the lead to capture first.

The crews donned their foul weather gear and wetsuits for the first time that week after hitting the beach for what was intended to be a short break and some lunch. Cold air rushed in as the wind howled. Although it was only 12:30, the 40 knot gusts persuaded the race committee to postpone the last race.

That last race never took place. After several hours of waiting, the skippers were notified that the Absolut Hobie 16 Women's Championship was over. There would be no more racing. Winter, who sailed an excellent series from start to finish, won the regatta. Alter placed second only 1/2 point ahead of Goldberg who finished third. Fletcher Olson and crew Peggy Donnelly of Newport Beach, California, took fourth. Interestingly, Olson and Donnelly, who are sisters, rarely sail Hobie Cats, but they have been top competitors in the Adams Cup, one of the most prestigious sailing events for women in the U.S. Fifth place belonged to Linda and Kelly Bowerfind, two of Florida's best female sailors and undoubtedly the local favorites.

The awards banquet was, as has been traditional, a very enjoyable affair. Special awards were distributed in such categories as Team Submarine, for sailing the long seventh course without hull plugs, and Most Pregnant Skipper, for starting junior off right. Special thanks went out to the pit crews, many of whom had remained after the open championship and to Absolut for their fine sponsorship.

Next year, the women's title will be decided on the Hobie 14. Once again, the competition should be fierce. Perhaps another surprise skipper will emerge to make history.

The top ten finishers were as follows:

	Points
1. Caroline Winter and Lisa Stuckenberg Johannesburg, S. Africa	18½
2. Paula and Sean Alter Capistrano Beach, CA	26½
3. Dorian Goldberg and Anita Torruella Atlantic View, Puerto Rico	27
4. Fletcher Olson and Peggy Donnelly Newport Beach, CA	39
5. Linda and Kelly Bowerfind Dunedin, FL	43
6. Kelly and K.K. O'Brien Ft. Walton Beach, FL	44½
7. Marylyn Morris and Cindy Fritzenmeir Dallas, TX	50
8. Linda Leon and Suzanne Leth El Segundo, CA	54½
9. Julie Johnson and Gail Potter Culver City, CA	62
10. Julie Renfro and Terry Deans Winter Park, FL	65

Race by race results on page 55







Hobie 18 Nationals, Corpus Christi, Texas, photo by Robert Brown



18s

Alter Consistency Dominates

1983 HOBBIE 18 U.S. NATIONAL CHAMPIONSHIP



By Amalie Ash
Photos by Robert Brown

Storm systems that moved through Texas assured good wind conditions for the Hobie 18 National Championship. There was very little lying down on the tramps. Most teams were continuously hiking out or trapezing (opposite). 18s rest on the beach in anticipation of the next race.

Consistency proved to be the name of the game in Corpus Christi, Texas, the site of the 1983 Hobie 18 National Championship. Jeff Alter's steady sailing in the heavy air regatta allowed him to withstand challenges from Alan Egusa and David Rodgers to take the title for the second straight year.

While much of the state of Texas floundered under strong rain squalls and near hurricane conditions, Corpus Christi managed to escape unscathed with the exception of one storm that did not interfere with racing. The storms did contribute however, as the heavy air continued to blow throughout the run of the championship series. Alter and crew Floyd White have traditionally done well in strong winds and this championship was no exception.

The week began with the qualifying series. Bill Whitehurst and Larry Frazen of Pensacola, Florida dominated the first four races and were able to sit out the fifth. Alan Egusa and Mike Leneman of Hawthorne, California took second, closely followed by Roy Howeth and Marylyn Morris of Carrollton, Texas. In fact, the qualifying was very close with only ten and 1/4 points separating first from fifth place.

With the start of the semi-final series, it soon became obvious which teams were going to be the ones to beat. Rodgers and Mike Christensen of West Palm Beach, Florida, sailed to a first in the initial race, followed by honeymooners Paul and Karen Parizeau of Oceanside, California. Rodgers would go on to win four of his five semi-final races, but a twentieth in his second race would prove to be a severe blow to his chances for victory.

Alter, meanwhile, was demonstrating that seconds and thirds can often be as important as firsts. He placed third in his first semi-final race then moved to capture two firsts and a second before stumbling and finishing eighth. But Egusa had managed to maintain a steady pace as well and the series ended with him in the lead.

There was also a lot of action further back in the fleet. A mere 13 points separated Ken and Liz Beard of Benecia, California and Daniel Cutillo and Cory Kilgannon of Massapequa, New York despite the fact that the Beards finished in the 37 spot and Cutillo finished forty-sixth. Many teams were battling it out for fiftieth with as much intensity as the leaders were struggling for first.

Nighttime in Corpus Christi brought out the Texan in the racers. Western music,

18s

Jeff Alter appears intent as he drives his boat around the course with precision. A rigid steel bridge stands in contrast to the colorful sails and skimming boats in the waters off Corpus Christi, Texas (below).



Mexican food and Barbeque at the Best Western Hotel and late night soirees at the Hot Tub Pagoda, kept the competitors entertained.

They would need all the energy they could muster to tackle the challenging courses laid out by Sandy Banks. Marks were set on the horizon, making them difficult to attack. There were numerous long downwind runs. Texas sized jelly fish added a bit more excitement especially for the racers who spent a great deal of time double trapezing just several feet above the water.

The first race of the finals saw Alter take another victory, but David Rodgers drove another nail into his own chances by placing eleventh, and the Parizeaus, who had been near the leaders after the semi-finals, immediately dropped back by taking on 16 points. But Allan Egusa did not

falter. A second place allowed him to stay in the thick of the racing.

Alter began to pull away from the rest of the competitors in the second race of the finals by taking first again, while Egusa finished third and Rodgers could only manage a ninth. The struggle for second and third began to steal the spotlight.

Whitehurst took a first in the next race, but Alter maintained his lead with a second. Egusa placed eighth and Rodgers placed sixth. Despite a win in the fourth race, Rodgers could gain little ground as Egusa managed a second. Even Egusa's twelfth place in the final race failed to help Rodgers' cause since Egusa could use that as a throwout.

Five firsts in ten races is an impressive record, but Rodgers' failure to stay in the top three or four when not placing first proved to be his undoing. Alter on the

other hand, finished lower than fourth only once and, of course, he used that as a throwout.

When the scoring was complete, the evidence was conclusive. Alter's steady sailing allowed no openings through which the other skippers could mount a charge. His stubborn refusal to make mistakes while others faltered put the winner's trophy in his hands for the second straight year. (Floyd White has now crewed in three victorious efforts.) Egusa finished second just three points ahead of Rodgers. The top three sailors so dominated the rest of the field that a full 27 points separated Rodgers in third and Whitehurst in fourth.

The Saturday night awards banquet was assisted by the owners of a local market who showed their appreciation for all the extra business during the week by donating cases of champagne. Margaritas mixed by some of the California sailors also added to the fun. Special thanks went out to Fleet 99 members, Tom and Ann Nix, Bill and Gin Dominy, Billy Dominy "Lyn Sack" and Walter and Fancou Dethleff for the use of "Texas Lady" as the committee boat, The Boat Shop, Tony D'Amico, Debbie and Jim Mason, B.J. Nolan, and the Best Western Sandy Shores Staff. Additional thanks to the protest committee Bob Forrest, Ray Sieta, Wright Williamson, and Craig Garrison, and to the lunch cooks George, Ruth and Roger Vance. Best wishes were given by all to the Parizeaus, Hobie sailors to the last, who spent their honeymoon on trapeze wires. The top ten were:

1. Jeff Alter/Floyd White
Capistrano Beach, CA 17
2. Alan Egusa/Mike Leneman
Hawthorne, CA 28 $\frac{3}{4}$
3. David Rodgers/Mike Christensen
West Palm Beach, FL 31 $\frac{1}{4}$
4. Bill Whitehurst/Larry Franzen
Pensacola, FL 58 $\frac{3}{4}$
5. Paul Parizeau/Karen Parizeau
Oceanside, CA 67
6. Enrique Figueroa/
Isla Verde, Puerto Rico 67
7. Carlton Tucker/Allen Coupe
Fort Walton Beach, FL 68 $\frac{1}{2}$
8. Steve Myrter/Mike Winterhalter
Dana Point, CA 80
9. Paul Marner/Randy Lake
Oshawa, Ont., CN 89
10. Wayne Schafer/Pat Porter
Capistrano Beach, CA 92

Race by race results on page 54



Skipper Rick White and crew Mary Wells of Pt. Huron, Ohio, pick a layline as they aim their boat at the mark (right). The lighter teams double trap and the heavier teams hike out from the edge of the tramp as the wind begins to pick up (below).





ABSOLUT VODKA

Team

23

14s

Materna Breaks Through the Surf at Ventura

By Paula Alter
Photos Patrick McDowell

The common call, "off the beach," was not greeted with the usual rush of anxious skippers at the Absolut Hobie 14 National Championship. Wave riders, lake sailors and a lot of inexperienced beach launchers, were sent one at a time through the large shore break at Ventura, California. Although the racing was good, with a variety of wind conditions, the unusual launching technique is what will remain foremost in the minds of the participants.

The championship was held October 31 through November 5, in typically confused California fall weather (a little rain, sun, light wind, no wind and good wind). Sailors from across the country raced four races each in the semi-final series and three in the finals. The five foot shore break combined with the six knot current along the water's edge to make launching a difficult proposition which often delayed the start of the first race for hours.

First day launching was delayed for lack of wind. Unfortunately for the skippers, there was ample rain as they waited for an increase in velocity that would enable them to break through the surf.

For many of the sailors, the national championship provided a lesson under

fire. The lifeguards stood ready and provided help in steadying the boats until a set of waves had diminished and the sailors attempted to launch. Some may think that no self respecting Hobie sailor would require the services of a lifeguard, but there wasn't just one lifeguard, there was an entire troop of lifeguards in their red shorts spending hours in the water holding each boat and giving it the right push at the right time and then crossing their fingers in hopes that the boat would make it.

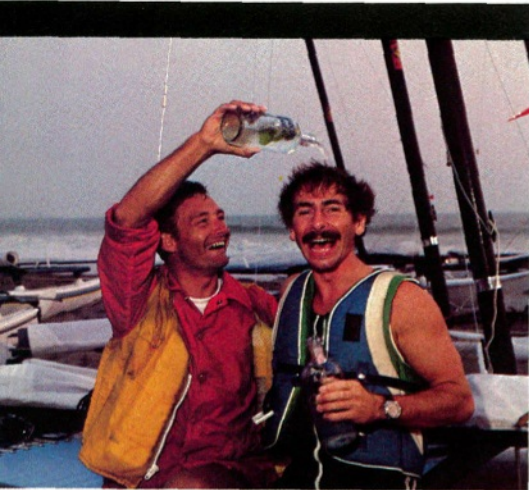
Early in the racing it became apparent that Tom Materna, of Los Angeles, California, with Bob Curry and Enrique Figueroa, both of whom are past 14 national champions, would be the dominant forces. In fact, only one other skipper, Burt Sherriff of Lakewood, California, won any of the races throughout the run of the series.

Once skippers negotiated the surf, they found light to medium conditions which shifted onshore to offshore throughout the day. Every day, the weather mark would be set in a different direction. This worked to the advantage of some, like



Lifeguards anticipate anxious moments for a skipper as they prepare to launch him through the surf. Boats and people alike seem to know what lies ahead as they rest on the beach.

14s



Bob Curry douses Tom Materna with the sponsor's product (above). The Ventura pier caused many problems for hapless skippers during the week's racing, but some managed to surf past trouble.



Materna, who were able to take advantage of windshifts that confounded many of the other sailors.

Materna immediately established himself as the man to beat by winning his first three semi-final races and then placing fourth in his last race. In contrast, Curry placed nineteenth in his first semi-final race. He then came back with style to take a second, two firsts and another second. Figueroa stayed in the running with two eighths and two firsts, as did Bob Seaman with his two thirds and two fourths. Others who managed to stay in contention were Miles Wood, Hobie Alter Jr., Geoffrey Walsh and Matt Miller.

October's event marked the first time that the 14 championship was sailed with six batten mainsails. "I was bummed when a couple of fat guys passed me downwind," said Wood. "It was obvious that the six batten main equals out the weight." Talk on the beach revealed that the sails were full with soft battens, but after a few races, many of the skippers felt that they flattened out nicely by sheeting block to block.

Regardless of the conditions of the boats, it is always the sailors themselves

who make a championship. Attitudes, sailing styles and conditions all have their own roles. The Hobie 14 sailors, while fewer in number than the 16 or 18 sailors, remain a committed and enthusiastic group. Racing a boat alone is a different experience than being a part of a team. At the many parties and dinners hosted by Absolut Vodka, the camaraderie was evident. People talked of new ways to tune the six batten sail and described the action that occurred when boats shot the pier (one did it upside down, one right side up. Honest.). Even the mayor of Ventura got into the Hobie spirit by throwing a cocktail party in a restaurant on the pier for all the skippers.

At the Absolut hosted cut party, the top ten were:

- | | |
|---------------------|-------|
| 1. Tom Materna | 2 1/4 |
| 2. Bob Curry | 3 1/2 |
| 3. Hobie Alter Jr. | 9 |
| 4. Geoffrey Walsh | 9 |
| 5. Enrique Figueroa | 9 1/2 |
| 6. Bob Seaman | 10 |
| 7. Paul Tobie | 10 |
| 8. Miles Wood | 11 |

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HOBIE RACING

JANUARY/FEBRUARY 1984

IN THIS SECTION:

Major Regattas
Regatta Schedules
Fleet News
Regatta Results



Robert Brown

WORLD HOBIE CLASS ASSOCIATION

Racing Editor / Michele Krcelic

Regatta Schedule / Rose Roberts

The racing section of the *Hobie Hotline* consists of regatta news and results as reported by the fleets. If you would like to see your fleet recognized in this section, please submit typed, double-spaced articles and black and white glossy photos only. Return of photo contributions cannot be guaranteed, so please submit duplicate photos. Send all contributions to Michele Krcelic, Hobie Class Association, P.O. Box 1008, Oceanside, California 92054.

MAJOR EVENTS

MAJOR REGATTAS FOR 1984

January 14-22

Seventh Hobie 14 World Championships
Puerto Azul, Philippines

H.C.A.
619/758-9100

April 14-15

Gulf Coast Championships
Pensacola, Florida

Jack Salmon
904/474-2342

April 28-29

Mid-Winters East
Miami Beach, Florida

Bob DePree
305/385-5870

May 3-8

S.A.L.H.H.C.F.F.R.R.
Lake Havasu City, Arizona

H.C.A.
619/758-9100

May 26-28

Mid-Americas
Lake Texoma, Texas

Jer Giles
214/227-5714

June 23-24

Clementine's Saloon Mid-Easterns
South Haven, Michigan

Chris Sundberg
616/345-9480

July 5-7

Canadian National Championships
Lake Champlain, Venise en Quebec, Canada

Mario Dollan
514/353-4750

REGATTA SCHEDULE

*POINTS REGATTA

DIVISION 6

*March 3 - 4	Ides of March Lake Conroe, TX Fleet #407	Ed Teske 713/383-3351
*March 17 - 18	Crosswinds Regatta Lake Somerville, TX Fleet #161	Royd Underwood 409/764-7194
*March 31-April 1	Deep South Regatta Lake Charles, LA Fleet #9	Kathleen Caraway 318/474-0003
*April 14 - 15	9th Annual Olympic Regatta Corpus Christi, TX Fleet #99	Louis Sanchez 512/854-5178
*April 28 - 29	Hill Country Regatta Canyon Lake, TX Fleet #64	Don Schnorr 512/250-8841
*May 12 - 13	Longneck Regatta Canyon Lake, TX Fleet #128	Mike Minerva 512/964-3772
*May 26 - 28	Mid-Americas Lake Texoma, TX Fleet #23	Jer Giles 214/227-5714
*June 2 - 3	Wayward Winds Regatta Galveston, TX Fleet #8	Tommy Delesandri 713/388-1702
*June 16 - 17	Spindletop Regatta Sea Rim Park, TX Fleet #232	Gaylord Strohm 409/886-7989
*June 30 - July 1	The Windjammer Regatta South Padre Island, TX Fleet #102	Jibber Terheggen 512/943-6125
*July 14 - 15	8th Annual Sand Dune Regatta Corpus Christi, TX Fleet #99	Billy Dominy 512/289-1414
*July 28 - 29	Division #6 Championships Galveston, TX Fleet #8	Tommy Delesandri 713/388-1702
*September 15 - 16	The Great Hobie Shootout (1985 pts) Matagorda Bay, TX Fleet #110	Jim Trimble 512/578-7280



FLEET NEWS /AS REPORTED BY THE FLEETS

DIVISION 7

Division 7 Championship
Clear Lake, Iowa
August 13-14

The Division 7 Hobie Championship Regatta is history. With 133 boats from 7 states and Canada attending, Clear Lake State Park beach was literally overrun with multi-colored sails. A special thanks to the Clear Lake Yacht Club head judges with their loyal crews of draftees for setting the courses, waving the flags and shooting the guns. The quality of our race committee personnel is in large part what makes a regatta of this size manageable.

We managed to get four good races in on Saturday



Race committee making a close call at Division 7 Championships.

which gave us enough for a throw out. The winds were up and then down resulting in quite a variety for the racers. We even had a few boats go over. Sunday dawned light and went down from there. After an hour delay the decision was made to abandon the race. After the third shot a cheer rose from the assembled skippers indicating they concurred with the Race Committee's decision. I think most were somewhat cheered by the ample supply of beer from our local sponsor Blue Ribbon Dist. of Mason City. Mid Continent Bottlers provided the soft drinks with many door prizes coming from Murray's Marine and Sailing Systems, Inc.

DIVISION 9

First Ron Anthony Memorial Regatta

Fleet 32, Division 9
Virginia Beach, Virginia
September 1, 1983
by: Bob Taylor



Every Labor Day weekend since 1971 Hobie Fleet 32 has held their Fleet Championship Regatta. Except for one year of bad weather that forced the sailors to an inland bay, the regatta has been held at Mike Cohen's house on the oceanfront. Mike's hospitality has always made this a very special event. It's a day you'd look forward to all summer long.

When that day finally arrived it didn't matter whether you were racing or not, Mike's house was still the place to be. You knew the "old-timers" would be there, telling war stories and wearing their low sail numbers like a badge of honor. The "rookies" would be close by, listening to their every word like it was the Gospel. Then there were the "hot-shots". These were the two or three guys currently at the top of the fleet. They were always particularly obtrusive as they raised their voices in boastful pre-race predictions.

Perhaps the loudest voice for the longest time was that of Ron Anthony. Ron was twice the Commodore of Fleet 32, and was perennially the man to beat at the Fleet championships. Ron was the master of the pre-race psyche-out. It was always good-natured and usually effective.

When Ron moved to Florida a couple of years ago, he took with him some of the

spark that made sailing and racing a Hobie in Virginia Beach so much fun. Ron did more to further the cause of sailing in this area than anyone else. He was always quick to offer his advice and guidance, and quick to lend a hand when you occasionally got in trouble by not following his instructions.

When Ron was killed in an airplane accident this past summer, we lost more than a competitor and past Commodore. For many of the members of Fleet 32 it was the loss of a very, very close friend. It's still hard for us to comprehend.

This year, as Labor Day weekend approached and people started looking forward to the Fleet Championships, it seemed as though everyone I talked to had the same idea: "Let's turn the regatta into a memorial for Ron." It was a natural suggestion. Aside from the Worrell 1000, this was one event Ron really looked forward to each year. It determined the bragging rights for Virginia Beach. So, we solicited contributions, bought a beautiful perpetual trophy (to be kept on display at Trafton Marine), and named the event "The Ron Anthony Memorial Regatta."

When the weekend finally rolled around we found ourselves once again on the lawn at Mike Cohen's house. Everyone was there, the "old-timers," "the rookies," and "the hot-shots" included. The only thing lacking was the wind. That soon changed, however, as the seabreeze kicked in just as we were leaving the beach for the first of four races. There's no doubt that Ron was looking down on us that day as the winds built steadily to between 15 and 20 mph.

Sailing out to the starting line on this day, I realized that the first Ron Anthony Memorial was not going to be an easy regatta to win. Mike Worrell wanted his name on that trophy every bit as much as I did, and Mike Eason, Dave Nelson, and Jack Eure looked equally determined.

Mike Eason was hot on our heels with a first and a second place finish. We couldn't let him win the last race, or beat us by more than one.

After the race we all assembled on the Cohen's lawn for hot dogs, beer, and reminiscing. Don Fentress showed

up with two scrapbooks filled with pictures of Ron. They certainly brought back a lot of memories for everyone. Ron's mother, step-father, and sister were there to present the trophy that I had the pleasure of accepting.

I won't soon forget that weekend, and I won't soon forget Ron Anthony. It's nice to know we'll have this weekend each year to remember Ron, and in a small way say thanks for all he did for us and for sailing.

I think Ron's mom summed our feelings up best in a note of thanks she sent to the Fleet after the event:

"... Ron was dear to many. His twinkle and grin—he was a bright spot in many people's lives. I believe people have so many memories of him that will never really go away. Some people live gray lives and no one really cares much—but that's not Ron. Everyone who ever knew him responded to him, because he had his own special kind of magic. Ron was a free one and for that reason will go on making people glad to be thinking of him. It's his essence, something that can't be taken away. He's a little part of all of us who have known and loved him, and that part is there to stay..."

Fleet 175 Ladies Invitational Regatta Fleet 175, Division 9 Albemarle, North Carolina by: Steve Dixon

Members of Hobie Fleet 175 of Lake Tillery offered their wives and girlfriends an opportunity to take the helm in the First Annual Ladies Invitational Regatta on September 11, 1983.

It was difficult to tell who was more apprehensive about the day's race, the neophyte skippers or their former skippers—soon to be crews. At the skipper's meeting the ladies reminded each other of the golden rule, "Do unto your new crew as you have been done unto," relating to shouting and cursing at the crew.

The boats were lined up for a Le Mans start, since nobody wanted to risk a hull on a starboard/port chance meeting at the start line. Steve Dixon, crewing for Marty Sikes, had what he thought

was a secret weapon to get the edge: water balloons to discourage barging boats. What a surprise to find that everybody else had them too, as well as water guns.

On the word "go" everybody was off to a start with Sikes and Dixon taking an early lead. It was Allison and Reggie Poplin first at A mark; while Sikes and Dixon were becalmed after sailing into a hole in the wind. The boats stretched out on a long reach to the next mark which happened to be an island on one end of the lake. Skippers had the option of rounding to port or starboard. The backside of the island was like a freeway at rush hour with boats meeting each other head-on, a perfect opportunity to take aim with your largest water balloon. People onshore must have been treated to an amusing sight as balloons of all colors were heaved from boat to boat.

Tacking duels emerged as the boats all started back for the finish. A starboard/port crossing took on an unusual perspective when each boat was armed with water balloons and water pistols.

At the finish it was Marty Sikes/Steve Dixon first, Allison and Reggie Poplin second, and Amy and David Ritchie third; however all agreed that the fun was in the participation, not the position.

As a special memento, all the lady skippers were awarded scrimshaw Hobie stick pins in appreciation for their spirit and participation.

DIVISION 12

Boodles British Gin and Tonic with a Slice of Lime Regatta

Fleet 136, Division 12
Madison, Connecticut
September, 1983
by: Joe Flaherty

While the world's attention was focused on a sailboat race involving only two boats, about 80 miles up the coast from Madison, Connecticut, 120 Hobie Catters came together for the sixth annual Boodles British Gin and Tonic with a Slice of Lime Regatta. The race that commanded the world's attention was, of course, the America's Cup in Newport, Rhode Island. Although the America's Cup

FLEET NEWS

participants were certainly very able sailors and very well financed, they could not match the enthusiasm of the Boodle's participants.

tricks up except for being a little fresher and a little steadier. The Boodles people graciously contributed the now famous Boodles clam bake.



Fun seems to make everyone a winner at the Boodles regatta.



Shifty winds made racing a chancy affair for the skippers.

Fleet 136's race committee deftly handled a difficult chore of race management in the face of winds that shifted up to 20 and 30 degrees. The predominant wind was in the neighborhood of 10-12 mph but massive holes and shots of 25 mph wind were common.

The first race, with the weather mark in shore, made the shifts seem to increase in severity as each fleet got further up the weather leg. Taking maximum advantage of fortunate puffs and shifts and minimizing the time spent in holes and on headers provided great rewards. The wind really lightened up for the second race, but the oscillations and holes were no less harrowing. In some fleets, the wind changed hands as many as ten times before the finishing gun was heard. After lunch, the wind picked up again for the third race. The expected shift to the west never materialized, and the wind from the north kept its

The food, dancing and general good time that consistently results from one of these affairs is second to none.

On Sunday morning, the wind was still out of the north, but it was light. The chances of the southerly sea breeze breaking through were much better than the previous day. The first race was started in a light northerly that could only be described as a drifter. Before most boats reached the weather mark, the seabreeze began to fill in from the southeast. The drifters on the right side of the course were treated to a reach to the weather mark, while those on the left side waited for what seemed like hours for the wind to reach them. The shift turned the leeward leg into a beat and the final leg into a downwind run. The fifth race was easily set up with a reverse course decision by the race committee and by then, the southerly was rock solid at 6-8 mph. Boat speed was the

key to success and the fast boats that were frustrated by the fluky conditions of earlier races rejoiced.

The weather was fine, the wind was challenging, the competition was stiff, but, most of all, everybody had fun at this year's Boodles.

DIVISION 14

Big Brothers and Big Sisters Hobie Day at the Lake

Fleet 25, Division 14

Early in our sailing season the members of Fleet 25 decided to take a community organization under our wing and treat them to a fun-packed Hobie Day at the Lake. We chose the Big Brothers and Sisters organization of Tulsa. The Big Brothers and Sisters group serves the youngsters of our community by pairing adults with kids age six to 16 by matching their interests. The adult serves as a role model to their "little brother or sister" and gives them a loving and guiding hand. It is an excellent organization and the adults who give their time and attention to help mold a better life for these children deserve much praise.

Our day at the lake began around noon with a lunch of hot dogs, beans, chips and soft drinks. Bill (Snake) Twyman slaved over the hot grill serving up wienies to our hungry guests. After the pig-out, Fleet 25 skippers were matched with the nearly 60 enthusiastic big and little brothers and sisters. For most, this was their first time on a sailboat and the "funny looking" Hobies thrilled them all, despite the light winds and the 100+ degree temperatures.

After everyone had at least one Hobie ride, a tug-of-war began. It was a tough battle and a fast dip in the lake was necessary to cool off. The egg toss was held next. We thought we would do well since we had experience in this event at our Keystone Battle of the Hobie Sailors last Labor Day weekend; but, the winner of the "cackleberry catch" was one of the big brothers and his little brother. Some more sailing and swimming finished off the afternoon leaving everyone tired but elated from their Hobie Day at the Lake.

Thanks to everyone who helped out at this event, especially Norman Van Sickle, Vice Commodore, and Marisue Hartung of the Big Brothers and Sisters Organization for coordinating this event.

(P.S. We even made Channel 6 news Saturday night!)

Miller High Life Points Regatta

Fleet 432, Division 14
Kaw Lake, Ponca City, Oklahoma
July 23 and 24, 1983
by: Craig Franseen

The 1983 Miller High Life Points Regatta sizzled its way through a typical Oklahoma July weekend as the temperatures broke the 100° barrier on both days. Seventy-three Hobies arrived from five states



to vie for points to qualify for Nationals or maybe just to have some good old hull flying fun at the 1983 Miller High Life Points Regatta held for the benefit of the Ponca City, Oklahoma, Child Development

Center.

Three races were held Saturday, July 23, with the first two races sailed in 50 conditions with winds of 8 to 10 knots oscillating from south to west-southwest. By the third race on Saturday the winds settled on the southwest quarter and freshened to 15 knots—ideal weather for double trapping on the 18's and 16's. Race committee chairman Tony Fuller ran grueling races for the A Fleet-ers and by the end of the day all racers had that tired but contented look of a good day sailing.

Sunday morning the winds were 10 to 12 knots but without the shifting conditions that had prevailed for most of Saturday. All classes held some very competitive races as the standings at the end of the first day were close. 18 A was won by Gary David and

edged out Brian Rainbow for first place in 14A. Brian and Randy had been tied at the end of the first four races.

Fortunately, for both racers and regatta workers alike there was some welcome relief from the ever present sun in the form of some ice cold first aid on shore. All participants expressed their great appreciation to regatta sponsor B. C. Jefferies Distributing Company for the plentiful supply that was provided.

The favorable comments made by the participants at the awards presentation certainly made the members of Fleet 432 feel well rewarded for their hard work in staging the regatta for their fellow division 14 members and a chance to return the hospitality that they had so often provided to us.

An even greater satisfaction came after all the "dust had

with special learning or social needs, informed the fleet that the donation would be utilized to help kick-off a fund raising effort to find a new building for the Center. Again, we cannot give enough thanks to the regatta sponsor, Miller High Life and B. C. Jefferies Distributing Company and we would like to express our great thanks to Tulsa Sail Craft for their assistance in providing equipment and in sponsoring radio coverage of the regatta.

DIVISION 15

Fleet 55 vs. Fleet 93 Challenge

Fleets 55 and 93,
Division 15
Cypremort Point,
Louisiana
October 1983

After last year's defeat at the hands of fleet 55, fleet 93 vindicated itself in a closely contested match at Cypremort Point. Fleet 93 won the first event with Mary Hefner and Prissy Martin sailing to a first place in the all women's event. Second place went to Ann and Dino Segura and third went to Baton Rouge.

The second event was the Bayou Pierre Ribbon Ripoff. More than a dozen boats started off the beach and sailed up Bayou Pierre to a pole that had six ribbons attached. The first six boats to rip a ribbon off the pole, won points for their fleet. Fleet 55 took four points and fleet 93 took two.

The tie breaker was a scavenger hunt. Marty and Clyde laid out the numbered jugs and everyone went off in search of the jugs. The maximum limit was set at four jugs per boat. Roger Denson of fleet 55 came up with the gold jug. After all the boats were in, fleet 93 had thirty jugs to fleet 55's 16 jugs. When all the prizes were awarded, fleet 93 took possession of the stained glass trophy and will keep it until next year's challenge. Many thanks go to Pack and Paddle and Flying Cats for donating the prizes and to Marty Martin and Commodore Bill Groves for their efforts in putting on a great challenge.

Island Hop Regatta

Fleet 70, Division 15
Ocean Springs,
Mississippi
by: Bruce and
Wayne Record

White flag . . . 10 minutes from the start of Fleet 70's 8th annual Island Hop Regatta. The winds were beginning to blow and we were graced with another beautiful day. Previous Island Hops have had plenty of beer, food, and fun in the sun. This year's regatta was no exception.

30 seconds to go . . . RED FLAG!!! Le Mans start . . . with their crews steadying their Hobies, the sound of the horn and the sight of the red flag sent the skippers out to Horn Island. Traditionally the Island Hop consists of three races, first race out to Horn Island where plenty of beer, food, fun and the Ms. Horny Island Bikini Contest await all participants; second race is back to Ocean Springs, more beer and fun, followed by the third race on Sunday around Deer Island.

Five minutes after the start you could just make out the tree line of Horn. It's difficult to say what goes on in the minds of a skipper and crew while they are racing. Some thrive on the stimulation of competition, while others just wish to get away and relax. Of course some of those who have raced in a previous Island Hop wished only to view the contestants of the Ms. Horny Island Bikini Contest, an annual event hosted by Fleet 70 as part of the weekend's festivities. This year's regatta was co-sponsored by Bud Light, which provided plenty of beer and T-shirts. Local radio also covered the event.

The onslaught was directed toward the western tip of Horn Island. You can well imagine the expressions on the faces of the people fishing in the surf as 72 Hobies hit the beach. There were a few disgruntled fisherman, but all was forgiven as we brought out the beer and 600 pieces of chicken.

Horn Island is one of several barrier islands within the boundaries of the Gulf Islands National Seashore. Horn is 12 miles long, one-half mile wide, and lies 13 miles south of Ocean Springs, Mississippi. For many it offers a place to



Miller High Life helped fleet 432 to raise important dollars for charity.

Sherry Winblad who had been placed in second place at the end of the first day; 16 A was won by Mark Ralph and Cindy Fritz and the most exciting set of races for the weekend, Randy Whitehead

settled" and it was determined that the fleet had earned a generous contribution for the Child Development Center of Ponca City. The Center, a privately funded Child Development program for children

FLEET NEWS

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A great turnout meant good times for fleet 70's Island Hop Regatta.

get away with camping, white sand beaches, lagoons, hiking trails through dunes and wooded areas, and picnicing. Mother nature certainly did a wonderful job etching out this beautiful island. Fleet 70's Island Hop regatta started with one purpose in mind, to have fun. That's exactly what happens every year. Fair Winds.

9th Hobie Jubilee

Fleet 76, Division 15
Fairhope, Alabama
October 9 & 10, 1983
by: Lee McDonald

One of the last major Hobie Regattas was held on Mobile Bay October 9 and 10. The ninth Jubilee was blessed with excellent racing and fair weather. Forty-eight boats turned out for the Jubilee, held at Fairhope Yacht Club on beautiful Mobile Bay. Skip-pers from Louisiana, Mississippi and Florida traveled the distance to attend fleet 76's ninth annual regatta.

Saturday's racing had light to medium winds with very little trapeze work. Sunday was overcast with winds blowing a little better.

John Suarez and Mark Ederer from Ocean Springs took first and second while Shane Gaston took a third. Sixteen A was dominated by Chance Gaston with three firsts and a fourth. A lot of the A fleeters were missed because of the Nationals in Florida. Sixteen B Fleet was a close contest. Rabalain was first, Schirzoni second and Al Jeffcoat was a close third. Sixteen C was just as close. Lee McDonald was first with 5½ points followed by Gabriel from Fort Walton Beach, with 6¾. Butler came in with a close third. Fourteen was dominated by Steve Neal as usual. Trophies went eight deep in all classes so a good

time was had by everyone.

Commodore Jim Edwards did an excellent job running the regatta. Fleet 76 would like to thank Stroh's Light. A special thanks goes to Windy for the the Schooner or Later, (our answer to the Pe'le). Fleet 76 is thankful to all the people and sailors who made this regatta a great success.

INTERNATIONAL

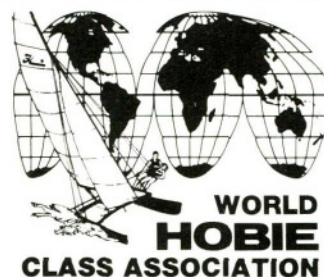
1983 Hobie 14 Brazilian Championship

Fleet 1, Brazil
Sao Paulo, Brazil



This year the Hobie 14 National championship was held September 5 to 10 on a beautiful island 220 km from the city of Sao Paulo in south-east Brazil. The place was fantastic for a championship: beautiful beaches, clear blue water and good winds.

Seven races were held with the first as a practice race so that the sailors could get accustomed to the area. The other six races comprised the championship series. A new idea was tried with new boats available to skippers from distant states to rent. Skippers renting boats were mainly from the north and the north



Christmas is coming and so are a few new gift giving ideas. Listed below are some perfect stocking stuffer items for the new and old Hobie Cat owner. Identify with your class in the **World Hobie Class Association** the largest multi-hull class in the world.

A WHCA decal will be sent free of charge with every order.

All orders **MUST** be received prior to December 1st for guaranteed arrival in time for Christmas.

Please send me the items checked below in time for Christmas.

	Quantity Ordered	Price
Key Chains	\$ 3.50 ea. X _____	= _____
Hats	\$ 6.00 ea. X _____	= _____
Totebags	\$12.00 ea. X _____	= _____
Pens	\$ 1.50 ea. X _____	= _____
No Spill Mugs	\$ 5.00 ea. X _____	= _____
dark blue mug w/gold printing		
Long Sleeve		
T-shirt	\$10.00 ea. X _____	= _____
Hobie Cat down one sleeve,		
WHCA logo on pocket and		
one color design on back		
Golf Shirts	\$12.00 ea. X _____	= _____
WHCA logo on pocket only		
Short Sleeve		
T-shirt	\$ 7.00 ea. X _____	= _____
WHCA logo on pocket and		
one color design on back.		
Women's		
T-shirts	\$ 7.00 ea. X _____	= _____
WHCA logo on front and		
one color design on back.		
J. Carter Print—Sunset Sail		
A. In Tube	\$10.00 ea. X _____	= _____
B. Matted & Shrink		
wrapped	\$20.00 ea. X _____	= _____
C. Matted & Framed		
w/glass	\$45.00 ea. X _____	= _____
All prints come with a 5 x 7		
Sunset Sail gift card.		
J. Carter—Sunset Sail Notecards		
10 cards to a pack	\$ 6.00 pk. X _____	= _____

Total Enclosed: _____

All orders must be pre-paid. Please make your check payable to the Hobie Class Association and mail to the Hobie Class Association, P.O. Box 1008, Oceanside, CA 92054.



Hobie sailing has caught on in Brazil and the competition, which has been excellent for some years, just keeps improving.

east states. With this policy there were 100 boats in the championship: 16 rentals and 84 that belonged to the owners.

Four of the races were sailed in heavy winds between 20 to 28 knots. The other two were sailed in medium wind around 10 knots which showed a good technical level

among the competition.

It wasn't until the last day, that the new Brazilian champion was decided. Carlos Bieckanck from Sao Paulo finished first followed by Nelson Piccolo, Walter Dreher, Alexandre Mantina and Carlos Alfonso Sodré.

We expect to have the same number of skippers represent-

ing all the fleets from our country in the future championships.

We are very grateful to everyone who helped to have this magnificent championship. Sponsored by Brazilian Phillip Morris, the event was named the Marlboro's Cup. Help from Fleet I (Sao Paulo State fleet) and the Brazilian

Hobie Class Association made this event happen.

Marlboro liked the event so much they decided to sponsor Hobie Cat events for the entire year.

We'd also like to make special mention and welcome the new president of the Brazilian Hobie Class Association, Geraldo Ladeira Rosa.

REGATTA RESULTS



DIVISION 3

16 & 18 CHAMPIONSHIPS
DIVISION 3
RICHMOND, CALIFORNIA
AUGUST 20 - 21, 1983

HOBIE 18A	POINTS
1. Timms, Allan	6 3/4
2. Porter, Pat	11 1/3
3. Orloff, Misha	12 3/4
4. Poore, Tom	12 3/4
5. Cary, Steve	15
6. Rayfuse, Mike	17
7. Probst, Tony	24
8. Williams, Mark	27
9. Neathery, Roger	33
10. Yahalom, Rafael	35
11. Buck, Gordon	42
12. Hinasian, Steve	43
13. Stone, Greg	47
14. Clacker, Dave	51
15. Fortune, Jim	57
16. Tobie, Paul	57
17. Giguere, Dave	60
18. Smith, Bruce	65

HOBIE 18B	POINTS
1. Porhammer, Joe	3
2. Hitch, Dennis	9
3. Mountford, Tim	11 3/4
4. Wagner, Lloyd	14
5. Ekl, Mike	19
6. McFarren, Dick	23
7. Bennett, Rick	26
8. Beidleman, M.	27
9. Eichhorn, Adrian	30

HOBIE 16A	POINTS
1. Walsh, Geoffrey	6 1/2
2. Poncin, John	11 1/2
3. Forgrave, John	15 3/4
4. Rutledge, Morgan	17
5. Boschma, Brian	22
6. MacDonald, Scott	24
7. Casher, Jeff	25
8. Reese, Ed	26
9. Hall, Herb	30
10. Bussard, Paul	38
11. Lowe, Rick	45
12. Russell, Carol	45
13. Feinberg, Bruce	50
14. Mooneyham, Wayne	52
15. Cronin, Bob	59

16. Cole, Dennis	66
17. Stitt, Marty	68
18. Clacker, Dave	69
19. Hinds, Dave	71
20. Moncibais, G.	73
21. Fletcher, Greg	75
22. Farris, Dorsey	76
23. Skvarla, Mark	79
24. Stuber, Ken	85
25. Schneider, Bob	87
26. Mathews, Wyatt	91
27. Lundergan, Bill	95
28. Duoss, Dick	95

HOBIE 16B	POINTS
1. Carney, Bill	6 3/4
2. Skupniewicz, C.	7 1/2
3. Williams, Brian	13 3/4
4. Peterson, Bob	13 3/4
5. Houx, Neal	19
6. Holloway, Doug	19
7. Patterson, Bob	24
8. Rall, Gary	27
9. Londeree, Mark	31
10. Brown, Russ	32
11. Teixeira, Allen	38
12. Tantillo, Jim	46
13. Bowen, Walter	49
14. Yamamoto, Toshi	49
15. Curry, Bill	55
16. Harris, Roger	55

HOBIE 16C	POINTS
1. Williams, Tom	4 1/4
2. Brown, Bob	7 3/4
3. Kraft, Rex	10 3/4
4. Farris, Sandy	14
5. Whittier, Don	18
6. Patterson, Doug	23
7. Smith, Rick	26
8. Kauffman, Katie	29
9. Deane, Nelson	33
10. Violet, Mark	40

DIVISION 4

CASCADE LAKE REGATTA
FLEET #105, DIVISION #4
CASCADE LAKE, IDAHO
SEPTEMBER 10 - 11, 1983

HOBIE 18	POINTS
1. Sander, P.	8 1/2
2. Wolfe, D.	9 3/4

REGATTA RESULTS

3. Insinger, J. 12 1/4
4. Chrysler 17
5. Barnes, J. 22

HOBBIE 16A	POINTS
1. Woodard, C. 3 3/4	
2. Bowen, M. 10	
3. Elliott, J. 13 3/4	
4. Hofstetter 18	

HOBBIE 16B	POINTS
1. Upplano 6 1/4	
2. Stanczak, S. 7 1/4	
3. Kircher, M. 13	

PLAIN LABEL REGATTA
FLEET #72, DIVISION #4
VANCOUVER MARINE PARK, WA
SEPTEMBER 17 - 18, 1983

HOBBIE 18A	POINTS
1. Verrinder, Bob 6 3/4	
2. Marshack, Ken 7 1/2	
3. Melton, Jim 10	
4. Simpson, Larry 10 1/2	
5. Gorman, Bob 14	

HOBBIE 18B	POINTS
1. Beard, Jerry 4 1/2	
2. Clohessy, Kip 7 1/2	

HOBBIE 16A	POINTS
1. Verrinder, Brian 5 3/4	
2. Behrend, Doug 7 3/4	
3. Brooks, G. 8	
4. Allen, Don 9	
5. Dailey, Dave 9 3/4	
6. Night, G. 16 3/4	

HOBBIE 16B	POINTS
1. Fuller, Keith 6 1/2	
2. Smith, Randy 8	
3. Armstrong, Sean 8 3/4	
4. Harris, Dave 11	
5. ZOP 11	
6. Williams, Bill 21	
7. Horswill, Jim 21	

HOBBIE 16C	POINTS
1. Toews, John 3 1/2	
2. Larsen, Dave 8 3/4	
3. Ernesti, E. 9	
4. Bonzer, Roger 11	
5. Santorufio, Genny 13	

HOBBIE 14A	POINTS
1. Cohn, Scott 2 1/2	
2. Cross, Ted 6	

C.J. STRIKE REGATTA
FLEET #105, DIVISION #4
C.J. STRIKE, IDAHO
SEPTEMBER 24 - 25, 1983

HOBBIE 18	POINTS
1. Sander, P. 4 1/4	

HOBBIE 16A	POINTS
1. Polhemus, S. 6 1/4	
2. Olson, C. 6 1/2	
3. Woodard, C. 11	
4. Hansen, B. 13	
5. Bowen, M. 14	

HOBBIE 16B	POINTS
1. Stanczak, S. 6 1/4	
2. Upplano, E. 7 1/2	
3. Carter 10	
4. Kincher 11	

C.J. STRIKE REGATTA
FLEET #105, DIVISION #4
C.J. STRIKE RESERVOIR, IDAHO
OCTOBER 8 - 9, 1983

HOBBIE 18	POINTS
1. Insinger, J. 4 1/4	
2. Sander, P. 10 3/4	
3. Armstrong, D. 13	
4. Barnes, J. 13	
5. Randy 21	

HOBBIE 16A	POINTS
1. Polhemus, S. 6 1/2	
2. Bowen, M. 11 3/4	
3. Hofstetter, C. 15	
4. Elliott, J. 15	
5. Stanczak, S. 18	
6. Hansen, E. B. 18	

HOBBIE 16B	POINTS
1. Kircher, M. 7 3/4	
2. Upplano, E. 8 3/4	
3. Manzo 10 3/4	
4. Carter, R. 12 3/4	

DIVISION 7

52 Hobie Hotline

HOBBIE CAT CHAMPIONSHIPS
DIVISION 7
CLEAR LAKE, IOWA
AUGUST 13 - 14, 1983

HOBBIE 18A	POINTS
1. Starkey, Mike 2 1/4	
2. McNulty, Craig 10	
3. Schleicher, Cliff 10	
4. Senesac, Shelly 13 3/4	
5. Craven, Gary 18	
6. Mitchell, Mike 18	
7. Bristow, Rex 19	
8. Newport, Tom 20	
9. Bain, Thomas 21	
10. McCain, Paul 24	
11. Glick, David 24	
12. Leekley, Charles 27	
13. Coomes, Jim 31	
14. Powell, Doug 38	
15. Metzger, Daryl 38	
16. Miller, David 43	
17. Akre, Steve 45	
18. Ray, Bruce 46	
19. Kachelhoffer, G. 49	
20. Friesth, Lon 52	
21. Becker, Gary 54	
22. Kenworthy, David 54	
23. Anderson, Doug 65	
24. Mauk, Bernie 71	

HOBBIE 18B	POINTS
1. Evans, Sarah 2 1/4	
2. Ray, Steve 5 3/4	
3. Brewer, Jim 8	
4. Drake, Bryan 11	
5. Doty, Gary 11	

HOBBIE 16A	POINTS
1. Jagger, Ted 5 3/4	
2. Hensler, Roger 10 3/4	
3. Kruse, David 11	
4. Levins, Joe 11	
5. Van Brunt, Nick 19	
6. Christensen, Jim 19	
7. Rasley, Jim 25 3/4	
8. John, Jim 25	
9. Fox, Lloyd 27	
10. Dankle, Jon 28	
11. Preller, Gordon 28	
12. Klemz, James 29	
13. Le Hew, Larry 29 3/4	
14. Steyner, L. 31	
15. Jameson, Dick 32	
16. Madge, Mike 34	
17. Knowles, Gary 40	
18. Brewer, Dennis 43	
19. Coe, Don 52	
20. Johnson, Slim 57	
21. Brittain, Kim 58	
22. Moors, Fred 62	
23. Kieck, Fred 64	
24. Twest, Rich 66	
25. Phipps, Rod 67	
26. Cole, Bob 68	
27. Berry, Rich 71	
28. Wyland, John 72	
29. Hensley, Brian 72	
30. Russell, Scott 74	
31. Baldwin, Don 75	
32. Froelich, John 76	
33. Elsberry, Kenny 78	
34. Stayner, Jeff 79	
35. McCoy, Nate 92	
36. McKee, Francis 100	
37. Peppie, Rolf 102	
38. Zacher, Jaime 109	
39. Donahue, Steven 110	
40. Clark, Jeff 115	

HOBBIE 16B	POINTS
1. Budelier, Bill 7 1/2	
2. Hildebrand, C. 10	
3. Musseleman, Kurt 12	
4. Koupas, Janet 14	
5. Darovec, Jim 14 1/2	
6. Tateosian, Mark 16	
7. Mellicker, G. 18	
8. Gouley, Chris 20	
9. Curtis, Scott 26	
10. Humphrey, Roger 26	
11. Irwin, Tony 29	
12. Gaulke, Greg 32	
13. Royal, Rob 33	
14. Dixon, Ed 34	
15. Christensen, J. 37	
16. Thornton, Kevin 40	
17. Amos, John 40	
18. Heath, David 40	
19. Spykoma, Bill 47	
20. Lepel, Kevin 48	
21. Wilson, Bill 50	
22. Bickford, Ricky 56	
23. Travis, Mike 57	
24. Tesar, Todd 62	
25. Gentry, Stanley 66	
26. Pearson, David 71	

HOBBIE 16C	POINTS
1. Willemsen, Jerry 2 1/4	
2. Campana, John 7	
3. Frideres, Duane 8	
4. Kiefshneider, T. 14	
5. Kuhlman, Keith 16	
6. Shultz, Rick 20	
7. Lundberg, Bruce 22	
8. Hawley, Robert 23	
9. Wold, Greg 23	
10. Marsden, Thomas 24	
11. Winberg, Erik 27	
12. Healy, Rod 29	
13. Hinds, Larry 29	
14. Clausen, Marc 35	
15. Rapp, John 36	

16. Beitch, Konr 38
17. Ziercke, Paul 47
18. Henderson, Bob 49
19. Kaas, James 53
20. Rabe, Richard 55

HOBBIE 14	POINTS
1. Andrysiak, Rich 3 1/2	
2. Tyler, Steve 4 3/4	
3. Williams, Steve 9 3/4	
4. Stone, Tom, Jr. 11	
5. Benson, Pat 14	
6. Kraft, Kirk 15	
7. Determan, Joe 18	
8. Elsbury, Bob 18	
9. Phipps, C. 27	
10. Craven, Brian 30	
11. Beryo, Jeff 32	
12. Schurtz, Ann 36	
13. Myers, Rod 42	
14. Neiman, Steve 42	

DIVISION 11

1983 GOODBAY SHASH POINTS
FLEET #137, DIVISION #11
BUD LAKE, CALIFORNIA
SEPTEMBER 24 - 25, 1983

HOBBIE 18	POINTS
1. Bay, Kathy 2 1/4	
2. Vett, Tony 5 3/4	
3. Murphy, Dennis 7	

HOBBIE 16A	POINTS
1. Myers, Wally 2 1/4	
2. Funari, Debra 10	
3. Dees, Lynn 10 3/4	
4. Gladen, Jim 11	
5. Schmidbauer, G. 15	
6. Pagels, Jean 17	
7. Strauss, Bruce 20	
8. Deenan, Todd 20	
9. Laue, Pete 25	
10. Dewan, Alan 27	
11. Joske, Mike 27	
12. Athans, Art 32	
13. Walter, Bob 33	
14. DeSmyster, Sid 37	
15. Colson, Randy 38	
16. Lowe, Mike 41	

HOBBIE 16B	POINTS
1. Sutton, Jay 9 1/2	
2. Villa, Bernie 13	
3. Villa, Jim 15	
4. Ochab, Brian 15	
5. Martin, Bill 16 3/4	
6. Spinnell, Ralph 23	
7. Condon, Bill 23	
8. Witz, Walter 26	
9. Henkle, George 28	
10. Creadon, Bill 31	
11. Fowler, Craig 34	
12. Firth, John 36	
13. Thorne, Jack 36	
14. Seigel, Bob 36	
15. Dillon, Jim 42	
16. Grimes, Jim 45	
17. Canfield, Clyde 46	
18. Shaw, Alan 47	
19. Edelman, Doug 55	
20. Schmitt, Bill 56	

HOBBIE 16C	POINTS
1. Buggeln, Leigh 5 1/2	
2. White, Roger 7 3/4	
3. Brown, Clark 11	
4. Koth, Doug 13 3/4	
5. Buttle, Carolyn 15	
6. Gigg, Fay 15	
7. Mirro, Chris 17	
8. Block, Irwin 21	
9. Smith, Kent 21	
10. Wiggins, Dave 23	
11. Powers, Tom 24	
12. Cummin, Jerry 29	
13. Mirro, John 36	
14. Keulling, Mark 37	
15. Hunt, Bob 43	
16. Koenig, Roy 45	
17. Whitlock, John 51	

HOBBIE 14TURBO	POINTS
1. Yeutter, Ken 2 1/4	
2. Roberts, Mick 4 3/4	

2ND ANNUAL BUNS FREEZER
FLEET #250, DIVISION #11
SANDY HOOK BAY, NEW JERSEY
OCTOBER 16, 1983

HOBBIE 16	POINTS
1. Funari, Greg 3 1/2	
2. Kulcoski, Dan 5 3/4	
3. Dees, Bob 6 3/4	
4. Raymond, Don 14	
5. Bingham, Scott 18	
6. Ochab, Brian 18	
7. Sullivan, John 18	
8. Hartoch, Gert 20	
9. Gillis, Jeff 20	
10. Weigers, Bill 28	
11. Powers 29	
12. Paul 29	
13. Butler 30	
14. Kitchenman, Joe 31	
15. Defresco, Paul 31	
16. Strano, Ralph 47	

DIVISION 12

ALBURG INVITATION 1983
FLEET #187, DIVISION #12
ALBERG, VERMONT
AUGUST 13 - 14, 1983

HOBBIE 18	POINTS
1. Masse, R. 4 3/4	
2. Burley, J. 6 3/4	
3. Mercil, R. 9 3/4	
4. Cartier, F. 11 3/4	
5. Dansereau, M. 14	
6. Dolan, M. 20	
7. Barber, D. 22	
8. Leblanc, M. 23	
9. Dallaire, D. 24	
10. Levesque, Y. 24	
11. Lambert, A. 25	
12. Talbot, W. 25	
13. Blanchard, J. 29	
14. Handfield, R. 30	
15. Laurendeau, R. 32	
16. Deziel, R. 40	
17. Gagnon, R. 41	
18. Lareau, JM 50	
19. Kazanas, L. 52	
20. Girard, R. 55	
21. Simard, G. 60	

HOBBIE 16	POINTS
1. Pilon, A. 4 1/2	
2. Garand, D. 8 3/4	
3. Darress, W. 12	
4. Houye, M.A. 12	
5. Beaudry, R. 19	
6. Cayouette, J. 21	
7. Raphael, C. 24	
8. Cote, H. 26 3/4	
9. Dubuc, B. 33	
10. Lalumiere, J. 34	
11. Lafamme, A. 38	
12. Renaud, D. 39	
13. Fontaine, D. 40	
14. Trudeau, C. 41	
15. Charbonneau, J. 42	
16. Gagnon, Z. 43	
17. Lavole, A. 43	
18. Thivierge, J.P. 45	
19. Treadwell, S. 46	
20. Renaud, J. 48	
21. Manseau, P. 49	
22. Simard, C. 52	
23. Merlin, J. 52	
24. Morrill, G. 52	
25. Proulx, J. 56	
26. D'Amour, N. 57	
27. Thellend, D. 62	
28. Gravel, R. 65	
29. De La Sablonn, 66	
30. Laramie, J. 72	
31. Vezina, B. 73	
32. Amatwig, C. 76	
33. Sauve, J. 93	
34. Vanasse, G. 95	

NAHANT BEACH REGATTA
FLEET #197, DIVISION #12
NAHANT BEACH, MASSACHUSETTS
SEPTEMBER 10 - 11, 1983

HOBBIE 18A	POINTS
1. Adelman, Jim 5 1/2	
2. Miller, Jan 10 1/2	
3. Shea, Bill 15	
4. Jinn, Bill 17	
5. Dugas, Ken 20	
6. Hone, Tom 22 3/4	
7. Thompson, Brad 25	
8. Barber, Drake 29	
9. Coccardi, Paul 32	
10. Taylor, John 34	
11. Dugas, Paul 37	
12. Eckulom, Jay 38	
13. Alsen, Barry 40	

HOBBIE 18B	POINTS
1. Friedman, Karl 5 1/4	
2. Head, George 9	
3. Gilman, Ed 14	
4. Bailey, Glen 14 3/4	
5. Olsiewski, Mark 14 3/4	
6. McCarthy, Jim 18	
7. Belisle, Jack 21	
8. Cotton, Chris 31	
9. Brown, Walt 32	

HOBBIE 16A	POINTS
1. Campbell, Al 8 1/2	
2. Simms, Art 9 3/4	
3. Thaches, Jeff 15 3/4	
4. O'Rourke, Sally 16 3/4	
5. Crossley, Ralph 18	
6. Knowlton, Ted 18	
7. Christopher, Jim 25	
8. Fritch, Steve 26	
9. Butte, Bob 26	
10. Reed, Bruce 33	
11. Najar, Bob 33	
12. Franklin, Lewis 34	
13. Cennamo, Jeanne 51	

HOBBIE 16B	POINTS
1. Davis, Harvey 5 1/4	
2. Baker, Scott 8 3/4	
3. Venegas, Jose 10	
4. Snyder, Bill 11 3/4	
5. Price, Wayne 20	
6. McNeil, Rick 24	
7. Rook, Michael 26	

8. Cooper, Peter 27
9. Sullivan, Chris 30
10. Gibson, Thomas 32
11. Meyers, Garrett 38
12. Trask, Jim 39
13. Christopher, Tom 52
14. Silverstien, C. 53

HOBIE 16B	POINTS
1. Brzezicki, Peter	8 3/4
2. Saunders, Wayne	11
3. Green, Bob	12 3/4
4. Beete, Mike	16 3/4
5. Riccardi, Mike	22 3/4
6. Bornhorst, Walt	24
7. Buss, Chris	26
8. Carlson, Walt	30
9. Krauter, Linc	31
10. Child, Bob	33
11. Chin, George	37
12. McGrath, Rick	40
13. Dione, Gabe	46 3/4
14. Quellette, Jim	48
15. Johnson, Evan	52
16. Greif, I.K.	53
17. Reed, Margie	55
18. Pennekas, C.	58
19. Loftus, Sheril	60
20. Davis, John	68

REGATTA RESULTS

4. Cutillo, John	19
5. Mazzacane, Ron	19
6. Matthews, Jim	22
7. Barber, Drake	25
8. Adelman, Todd	30
9. Lusi, Gary	32
10. Livatino, Joe	36
11. Noyes, Andy	38
12. Medd, George	49
13. Littauer, Rich	51
14. Manganello, Joe	55
15. Walket, Colin	57
16. Hodson, Bob	60

HOBBIE 18B	POINTS
1. Katz, John	3
2. Schwager, Frank	12
3. Whitney, Bud	13 3/4
4. Hayes, Bill	15
5. Woodsay, Talbot	20
6. Belisle, Jack	20
7. Friedland, Carl	22
8. DeMatteo, Ken	32
9. Wydan, Larry	32
10. Wargo, George	35

HOBBIE 16A	POINTS
1. Becker, Dave	6 1/2
2. Davis, Harvey	12 1/2
3. Campbell, Al	12 3/4
4. Simms, Art	16
5. Johnson	16
6. Colum, Bob	23
7. Michalek, Joseph	26
8. McHawley, Jim	28
9. Knorr, Gil	29
10. Kringel, G.	33
11. Ponte, Robert	42
12. Samson, Allen	42
13. Johnson, Warren	42
14. Ferguson, Dick	46
15. Rosenfield, S.	55
16. Smith, Dave	55
17. Kustes, Tom	59

HOBBIE 16B	POINTS
1. Rogers, Mel	10 3/4
2. Featherstone, P.	9 3/4
3. Redwood, Peter	14 1/2
4. Cocotos, Paul	21
5. Good, John	22
6. Baigert, Kevin	23
7. Mirylees, Ewan	23
8. VanHusen, Rick	24
9. Watts, Dan	24
10. Linke, Edward	29 3/4
11. Gallagher, Andy	33
12. Lang, Tom	42
13. Love, Jim	43
14. Trussler, David	53
15. Bassett, Ted	57

HOBBIE 16C	POINTS
1. Johnson, Evans	10 3/4
2. Barnhorst, Walt	11 3/4
3. Gamache, Bob	12 3/4
4. Walklet, Keith	18
5. Nelson, John	20 3/4
6. Bonnett, Craig	21
7. Wentzel, Keith	28
8. Marks, Larry	30
9. Daugherty, Bill	31
10. Kruse, Robert	39
11. Drake, Frank	40
12. Horne, Robert	42
13. Soderberg, Scott	49
14. Adams, Frank	54
15. Wardle, John	59
16. Craig, Tom	61
17. Cuseo, Clifford	61
18. Mason, Tom	63
19. Kearney, Rick	66
20. Duda, Mark	70
21. Blodgett, Ed	70
22. Priscall, Joe	78
23. Vodola, David	80
24. Williams, Scott	81
25. #51597	84 3/4
26. Holter, Gary	100
27. Dipalma, Tony	101
28. Rogers, Margie	108

HOBBIE 14A	POINTS
1. Driver, John	5 1/2
2. Baker, Doug	5 1/2
3. Baker, Scott	9 3/4
4. Fairchild, Edwin	16
5. Greenbaum, Paul	21
6. Fall, Brian	22
7. McDermott, R.	23
8. Mcasker, Mike	30
9. Alston, Mike	35

HOBBIE 14THEAVY	POINTS
1. Carpenter, C.	4 1/2
2. Osmun, Dick	10 3/4
3. Bradley, Bob	11 3/4
4. Duncan, George	19

13TH ANNUAL CONNECTICUT STATE CHAMPIONSHIPS
FLEET #31, DIVISION #12
CANDLEWOOD LAKE, CONNECTICUT
OCTOBER 8 - 9, 1983

HOBBIE 18A	POINTS
1. Shea, Bill	6 1/4
2. Blom Gerard	10 3/4
3. Magnusson, Kurt	19
4. Walklet, Colin	20
5. Noyes, Andy	21

HOBBIE 18B	POINTS
1. Kelley, Bob	7 1/4
2. Miles, David	8 1/2
3. Burgess, Barry	10 3/4
4. Hayes, Jeff	17
5. Campbell, Bary	28
6. Rosen, Stan	29
7. McCarty, Cliff	29
8. Andrews, Robert	37
9. Randor, Roger	41

HOBBIE 16A	POINTS
1. Colum Bob	15 3/4
2. Ladu, Kurt	16 3/4
3. Sindel, Karl	18 1/2
4. Venedgas, Jose	25 3/4
5. Davis, Harvey	26
6. Darress, Warren	27
7. Smith, Dave	30
8. Samson, Alain	35
9. Rosenfield, S.	39
10. Kringel, George	40 3/4
11. Snyder, Bill	46
12. Knorr, Gil	48
13. Knight, Jack	58
14. McCauley, Jim	60
15. Kammerer, Steve	62
16. Welch, Bill	79

HOBBIE 16B	POINTS
1. White, Michael	3 3/4
2. VanHoesen, M.	14 3/4
3. Linke, Howard	17
4. Kahn, David	18
5. Cocotos, Paul	20
6. Love, Jim	21
7. Cheneski, Tom	29
8. Johnson, Evan	38
9. Caporuscio, J.	40

HOBBIE 16C	POINTS
1. Harris, David	7 1/4
2. Gumache, Bob	13 3/4
3. Rainone, Steve	26
4. Horne, Robert	26 3/4
5. Daugherty, Bill	32
6. Keith, Barker	34
7. Moanback, Dave	36
8. Martino, Mike	37
9. Mayer, Alan	45
10. Walklet, Keith	47
11. Szentkuti, Rich	48
12. Child, Bob	51
13. Kruse, Bob	52
14. Ivey, Paul	58
15. Ryan, Gerard	59
16. Carlson, Walter	61
17. Kelly, Mike	63 3/4
18. DiLillo, Jim	83
19. Mason, Tom	86

HOBBIE 14	POINTS
1. Fairchild, E.	14 1/2
2. Sharbach, Larry	18
3. Driver, John	18 1/2
4. D'Amelio, Jerry	18 1/2
5. Snyder, Skip	23
6. McDermott, Dick	24
7. Ivancie, Paul	27
8. Romanos, Paul	29
9. Horton, Ralph	32
10. Pastore, Stan	41
11. Greenbaum, Paul	42

HOBBIE 14TURBO	POINTS
1. Carpenter, C.	8 1/2
2. Bradley, Bob	9 1/2
3. Duncan, Skipper	11 1/2
4. Osmun, Dick	17
5. Pickett, Bob	21
6. Duncan, George	28
7. Lindfors, Carl	33
8. Bailey, Albert	34

DIVISION 14

WOMEN'S NATIONALS QUALIFIERS
FLEET #23, DIVISION #14
LEWISVILLE, TEXAS
AUGUST 27 - 28, 1983

HOBBIE 18	POINTS
1. Muir	3 1/2
2. Walton	4 3/4
3. Cantrell	6 3/4
4. Denney	11
5. Wilson	16
6. Hoffman	17
7. Logan	17
8. Carlson	24
9. Tedder	27

HOBBIE 16	POINTS
1. Fuller	4 1/2
2. Bateman	6 3/4
3. Morris	6 3/4
4. Holmes	8
5. Allen	13
6. Forsyth	16
7. Stacy	16
8. Leveritt	18
9. Nickerson	26
10. Smith	27
11. Green	27
12. Smith	29
13. Welch	34
14. Davis	37
15. Flynn	42
16. Nesbitt	43
17. Miller	45

HOBBIE 14	POINTS
1. Liles	2 1/4
2. Frater	4 3/4

HOBBIE 14TURBO	POINTS
1. Boyd	2 1/4
2. Hurlbut	6

COLUMBUS DAY REGATTA
FLEET #118, DIVISION #14
TYLER, TEXAS
OCTOBER 15 - 16, 1983

HOBBIE 18A	POINTS
1. Palmer	3 1/2
2. Walton	5
3. Simpson	7 3/4
4. Howeth	10
5. Bezant	15
6. Cortis	18

HOBBIE 18B	POINTS
1. Denny	4 3/4
2. Ainsley	6 1/2
3. Costa	7
4. Williams	9 3/4
5. Fladmark	9 3/4

HOBBIE 18C	POINTS
1. Beach	2 1/4
2. Shaw	2
3. Wright	3
4. Moren	4

HOBBIE 16A	POINTS
1. Freed	12
2. Lovings	12 3/4
3. Forsyth	13
4. Collins	16
5. Balthaser	16
6. Holms	16 1/4
7. Kelley	16 3/4
8. Sparks	17 3/4

9. Ralph	19
10. Raney	21
11. Bass	24
12. Young	29
13. Vacknodd	34
14. Ferraro	35
15. Liles	36
16. Hester	37
17. Cregar	39
18. Stout	42
19. Follier	57

HOBBIE 16B	POINTS
1. Keeton	5
2. Bodkin	7 3/4
3. Olm	11 3/4
4. Sawyer	14
5. Shields	15
6. Green	18
7. Vaughtner	19 3/4
8. Wade	21
9. Kahlschmidt	21
10. Jarvis	31
11. Williams	32
12. Drew	36
13. Pierce	37
14. Kelsey	40
15. Neek	47

HOBBIE 16C	POINTS
1. Doran	5 1/2
2. Benfield	7
3. Whitmore	10
4. Chambers	15
5. Moore	16
6. Benfield	17
7. Nezat	19 3/4
8. Currin	21
9. Green	23
10. Girouard	27
11. Winn	30 3/4
12. Johnson	31
13. Burgess	34
14. Walker	35
15. Matson	36
16. Dunn	38
17. Matson	39
18. Tawek	48
19. Danielson	49
20. Boose	53

HOBBIE 14A	POINTS
1. Whitehead	2 1/4
2. Allen	4 3/4
3. Blackman	10
4. Stacy	14
5. Kowalski	11
6. Leveritt	18

HOBBIE 14TURBO	POINTS
1. Langstrom	2 1/4
2. Burton	7
3. Preston	7
4. Terrell	12
5. Monterrubio	13
6. Comer	15

DIVISION 15

HOBBIE FOR HEART REGATTA
FLEET #178, DIVISION #15
FORT WALTON BEACH, FLORIDA
AUGUST 27 - 28, 1983

HOBBIE 18	POINTS
1. Tucker, Carlton	3
2. Whitehurst, Bill	6 3/4
3. Nasen, Billy	15
4. Kalata, Larry	17
5. Dalton, Mike	17
6. Duke, Terry	18
7. Dunn, Greg	27
8. Gamble, Dud	33
9. Ryals, Ron	36
10. Gentry, Rick	42
11. Risher, Lee	46
12. Hixley, Peck	52

HOBBIE 16A	POINTS
1. Lattman, John	7 3/4
2. O'Brien, Kelly	12 1/2
3. McNeir, Mike	14
4. Kaiton, John	15 3/4
5. Kanner, Diane	17 3/4
6. Sencil, Art	19
7. Brooks, Todd	22
8. Stone, Lynn	24
9. Drew, Ron	30
10. Waters, Jonathan	30
11. Brooks, Ray	32
12. Zorn, Cindy	38

HOBBIE 16B	POINTS
1. Smith, Kevin	8 1/2
2. Jones, Leah	18 3/4
3. Lambert, John	19
4. Nathan, Sherman	20
5. Hastings, Sandy	21 3/4
6. Rhodes, Susan	23
7. Winter, Kathy	24
8. Dalton, Sam	26
9. Fischl, Donna	27
10. Harrison, John	28
11. McNeil, Bill	33
12. Hundley, John	33
13. Wilsar, Charlie	34

HOBBIE 16C	POINTS
1. Babriell, Bob	6 1/2
2. Lindley, Alan	9 3/4
3. Higdon, Ron	11
4. Newell, Jill	12 3/4
5. Horton, Mark	17
6. Socarras, Luis	19 3/4
7. Yates, Dave	25
8. Scott, Dave	26
9. Young, Dawn	37
10. Francis, Bob	37
11. Preston, Curt	41

HOBBIE 14	POINTS
1. Neal, Steve	3
2. Eckland, Elliott	8
3. Didonato, Phil	13
4. Waters	16
5. Reeder, Don	17

HOBBIE 14TURBO	POINTS
1. Day, Steven	5 1/2
2. Salmon, Jack	7 1/2
3. Dick, Paul	7 3/4
4. Knight, Ron	16

FAREWELL TO SUMMER REGATTA
FLEET #70, DIVISION #15
OCEAN SPRINGS, MISSISSIPPI
SEPTEMBER 10 - 11, 1983

HOBBIE 18	POINTS
1. Ederer, Mark	2 1/4
2. Suarez, John	7
3. Webre, Steve	8
4. Burtner, Bradley	13
5. Rodriguez, David	17
6. Anderson, Greg	18

HOBBIE 16A	POINTS
1. Moore, Randy	5 3/4
2. Kalata, Larry	7 3/4
3. Andrews, Mack	8 3/4
4. Zorn, George	11
5. Laney, Tim	11

HOBBIE 16B	POINTS
1. Mulvaney, George	7 3/4
2. Spears, Cam	7 3/4
3. Bounds, Craig	9
4. Carter, David	10
5. Koons, David	14

HOBBIE 16C	POINTS
1. Daams, Doug	7 1/2
2. Ulland, Ray	8
3. Page, Paul	10 3/4
4. Buelwitz, D.	13
5. Bryan, Rick	14
6. LaCuesta, Rick	16
7. Frost, David	18

FALSIES II REGATTA
FLEET #55, DIVISION #15
FALSE RIVER, LOUISIANA
OCTOBER 23 - 24, 1983

HOBBIE 18A	POINTS
1. Howard, Harold	10
2. Hanson, Royer	12
3. Qudrow, Ann	14

4. Lewis, Vickie	17
5. Cocco, Marshall	20
6. Ederer, Mark	25

HOBBIE 18B	POINTS
1. Smith, Scott	1
2. Martini, U.V.	1
3. Geiger, Bill	2
4. Broussard, Bryan	3
5. Wild, Kyle	5
6. Rabalais, Brad	7
7. Martin, Marty	10

HOBBIE 16A	POINTS
1. Rabalais, Keith	10
2. Ewell, L.B.	12
3. Thorton, Charles	14
4. Campbell, Brian	17
5. Schweizer, Al	20
6. Andrews, Mack	25

HOBBIE 16B	POINTS
1. Guthrie, Anne	1
2. Bryan, Rick	2
3. Denson, Catny	3
4. Starr, Rob	5
5. O'Brien, K.K.	7
6. Gallegos, Eddie	10

HOBBIE 14	POINTS
1. Katz, Valerie	14
2. Parker, Kenneth	17
3. Cook, James	20
4. Groves, Bill	25

INTERNTL

1983 Hobie 18 National Championship

Corpus Christi, Texas

September 18-24, 1983

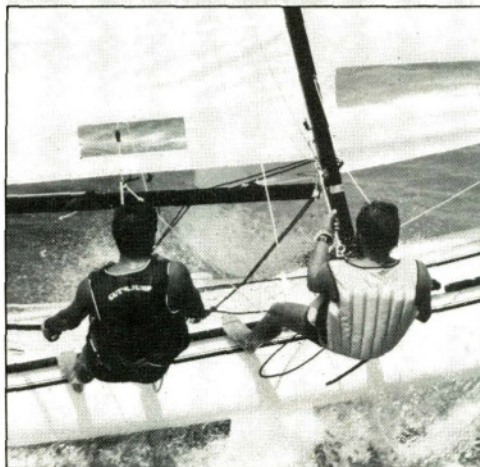
Skipper/Crew	Hometown	Semi-Finals					Finals					Total
		1/2	3/4	5/6	7/8	9/10	1	2	3	4	5	
1. Jeff Alter/Floyd White	Capistrano Beach, CA	3	3/4	3/4	2	8	3/4	3/4	2	3	4	17
2. Alan Egusa/Mike Leneman	Hawthorne, CA	3	2	4	3/4	4	2	3	8	2	12	28 3/4
3. David Rodgers/Mike Christensen	West Palm Beach, FL	3/4	20	3/4	3/4	3/4	11	9	6	3/4	2	31 3/4
4. Bill Whitehurst/Larry Franzen	Pensacola, FL	5	3	5	3	4	8	13	3/4	23	17	58 3/4
5. Paul Parizeau/Karen Parizeau	Oceanside, CA	2	4	4	3	3	16	5	17	19	13	67
6. Enrique Figueroa/??	Isla Verde, Puerto Rico	2	3	3	18	8	17	16	7	8	3	67
7. Carlton Tucker/Allen Coupe	Fort Walton Beach, FL	3/4	10	37	2	3/4	4	2	37	4	8	68 1/2
8. Steve Myrter/Mike Winterhalter	Dana Point, CA	6	17	11	5	2	3	12	10	14	18	80
9. Paul Marner/Randy Lake	Oshawa, Ont., CN	7	7	9	14	9	6	10	9	18	23	89
10. Wayne Schafer/Pat Porter	Capistrano Beach, CA	5	5	6	8	5	7	22	12	27	22	92
11. Steve Broyles/Marilyn Hill	Dallas, TX	10	6	14	7	13	14	8	23	21	5	98
12. Don Balthaser/Nancy Bateman	Richardson, TX	11	12	22	13	10	12	6	3	15	19	101
13. John Duke/David Duke	Orlando, FL	8	5	8	13	16	5	19	34	22	7	103
14. Chuck Miller/Fred Soward	Corpus Christi, TX	4	10	31	5	3	24	17	14	5	25	107
15. Martin Willard/David Humphrey	Wilmington, NC	4	9	8	23	14	20	18	11	24	6	113
16. Roy Howeth/Marilyn Morris	Carrollton, TX	6	21	26	4	9	15	23	13	11	14	116
17. Krist Biakanja/Bette High	Costa Mesa, CA	9	12	3	16	11	18	11	28	9	32	117
18. Dan Schlig/Ron Draz	Garland, TX	19	2	23	9	2	19	7	20	31	20	121
19. John Cuttito/Kerry Kilgannon	Massapequa, NY	17	14	23	8	15	22	35	4	25	3/4	128 3/4
20. Bob Thomas/Wendy Thomas	Oceanside, CA	13	12	5	33	14	13	4	5	29	27	132
21. Dave Clacher/Greg Loose	Santa Rosa, CA	9	16	15	11	6	25	34	24	12	16	134
22. Terry Parks/Maomi Samter	Miami, FL	16	24	21	21	5	10	4	26	13	30	140
23. Mark Ralph/Cindy Fritzenmier	Farmers Branch, TX	15	8	7	15	6	34	15	37	16	26	142
24. Kim Kimball/Teri Storm	San Diego, CA	28	27	18	4	15	23	20	25	6	10	148
25. Chuck Brown/Scott Rafuse	Capistrano Beach, CA	7	20	13	22	7	28	27	15	32	11	150
26. John Barnett/Amalie Ash	Central, SC	23	6	25	11	22	21	28	31	10	9	155
27. Chris Sundberg/Scott Kogge	Kalamazoo, MI	12	9	22	9	23	9	25	19	34	34	162
28. Jon Wedemeyer/Tom Heins	Clark Lake, MI	29	23	7	12	18	33	31	16	7	21	164
29. Clive Mayo/Don Coppedge	Miami, FL	8	15	2	28	7	32	26	23	30	28	167
30. Tom Moore/Russ Winslow	Redwood City, CA	15	3/4	17	24	28	27	21	22	33	15	169 3/4
31. Rick Brown/George Hicks	Capistrano Beach, CA	17	14	10	10	11	31	30	30	20	33	173
32. Steve Carey/Deanna Link	Livermore, CA	14	22	6	24	10	26	36	32	17	24	175
33. John Curtis/Pam Curtis	Edmond, OK	12	11	12	22	22	30	32	21	26	29	185
34. Rafi Yahalom/Zafi Yahalom	Sunnyvale, CA	22	12	12	17	12	36	33	27	28	31	195
35. David Winblad/Sharry Winblad	Oklahoma City, OK	18	22	2	16	29	35	24	29	35	36	210
36. Billy Mason/Chip Lueck	Panama City, FL	36	7	15	17	19	29	29	36	36	36	224
37. Ken Beard/Liz Beard	Benicia, CA	30	8	11	26	19						64
38. Craig Wright/Peggy Taylor	Long Beach, CA	18	15	20	27	13						66
39. Skip Hurwitz/Stu Wentworth	La Jolla, CA	11	4	33	19	32						66
40. Tom Duke/Terry Duke	Panama City, FL	13	34	24	6	24						67
41. John Bonica/Jean Trucano	Portland, OR	16	23	36	19	12						70
42. Michael Acquart/Carmen Abinsay	San Antonio, TX	21	21	9	20	33						71
43. Misha Orloff/Dave Strand	San Rafael, CA	26	20	19	7	25						71
44. Dick McKee/??	Lake Park, FL	19	13	26	34	17						75
45. Mike Starkey/Jeff Riedle	Winnipeg, Man., CN	32	18	28	6	25						77
46. Daniel Cuttito/Cory Kilgannon	Massapequa, NY	34	17	30	14	16						77
47. Charles Smith/Laura Smith	didn't list it	10	37	18	15	21						80
48. Carl Roberts/Weights	Brighton, MI	33	13	14	34	20						80
49. Mark Williams/Jacque Williams	Anchorage, AK	20	26	16	20	26						82
50. Jack Walton/Jeanne Walton	Grapevine, TX	22	19	16	25	26						82
51. Bob Johnson/Judie Johnson	Tampa, FL	20	19	37	10	17						83
52. Jan Miller/Pat Halstead	Madison, CT	27	11	30	28	18						84
53. Jim McCann/Eric Lemay	Orlando, FL	24	16	29	21	27						88
54. Joe Haight/Stan Sunderland	Flower Branch, GA	25	25	17	23	35						90
55. Paul St. John/Dave Dobie	Syracuse, NY	21	31	10	29	35						91
56. Robert Kollman III/Teresa Kollman	Piano, TX	14	27	27	31	24						92
57. Jim Caster/Suzi Pesane	Syracuse, NY	31	30	21	25	23						99
58. Rick White/M. Wells	Port Clinton, OH	28	31	34	18	27						104
59. Ken McCrady/Jean Brabant	Ft. Collins, CO	23	28	33	37	20						104
60. Jody Adams/Kelly White	Corpus Christi, TX	24	31	25	26	32						106
61. Joe Edwards/Patti Jordan	Roanoke, TX	33	6	24	29	29						108
62. Tighe Huber/Billy Worsham	Port Arthur, TX	31	24	21	37	33						109
63. Gordon Isco/Ed Workman	Carbondale, IL	34	32	31	30	21						114
64. Wayne Fischer/Lynn Fischer	didn't list it	29	29	29	27	34						114
65. Charles Leekley/Jeff Hotvet	Wayzata, MN	27	25	37	33	28						117
66. Carl Weihe/Mark Weihe	Wichita, KS	26	29	32	35	31						118
67. Michael Dalton/Sam Dalton	Santa Rosa, FL	30	33	28	32	30						120
68. Fred Rahn/Sharon Penrod	Springfield, IL	25	30	34	32	34						121
69. Cliff Schleicher/Bill Schlanker	Mission, KS	32	28	35	30	31						121
70. Robert Morris/Brint Morris	Lehigh, PA	35	33	32	35	30						130
71. Mike Mitchell/Tom George	Cedar Rapids, IA	35	32	37	36	36						139
72. Hoyle Curtis/Cindy Furst	Ft. Collins, CO	36	34	37	36	36						142

1983 Hobie 18 National Championship Qualifying Races

Skipper/Crew	Hometown	Total
1. Bill Whitehurst/Larry Frazen	Pensacola, FL	6 1/2
2. Alan Egusa/Mike Leneman	Hawthorne, CA	10 3/4
3. Roy Howeth/Marilyn Morris	Carrollton, TX	11
4. Don Balthaser/Nancy Bateman	Richardson, TX	12 3/4
5. Billy Mason/Chip Lueck	Panama City, FL	16 3/4
6. Chuck Miller/Fred Soward	Corpus Christi, TX	17
7. Tom Moore/Russ Winslow	Redwood City, CA	26
8. John Curtis/Pam Curtis	Edmond, OK	33
9. Rafi Yahalom/Zafi Yahalom	Sunnyvale, CA	38
10. Mark Ralph/Cindy Fritzenmier	Farmers Branch, TX	38
11. Skip Hurwitz/Stu Wentworth	La Jolla, CA	38
12. Paul St. John/Dave Dobie	Syracuse, NY	44
13. Tom Nix/David Binder	Corpus Christi, TX	45
14. Robert Kollman III/Teresa Kollman	Piano, TX	45
15. Jan Brabant/Maureen Brabant	Englewood, CO	50
16. Jason Bradley/Richard Broad	Houston, TX	59
17. Jim Trimble/Shelby Trimble	Victoria, TX	60
18. Michael Miller/Ryan Miller	Azle, TX	62
19. Tom Sutton/Steve Nixon	Albuquerque, NM	63
20. Jim Brown/Steve Acquart	San Antonio, TX	66
21. Dennis McNally/Chuck Wright	Beaumont, TX	74
22. Pete Avila/Susan Avila	Corpus Christi, TX	80
23. John Ford/Jocko Taylor	Corpus Christi, TX	81
24. Douglas Deyo/Charles Deyo	San Benito, TX	83
25. Robert Whittington/Cathy Whittington	Brownsville, TX	83
26. Joe Jacobs/ron DeVries	Arlington, TX	85
27. Lou Garvin/Bill Rojas	Denton, TX	90
28. Kade McClure/Kate Bryant	Lawton, OK	94
29. Rocky Comer/Tom Bennett	Gillette, WY	95
30. Key Cozart/Phyllis Abel	Winterhaven, FL	113

1983 Hobie 14 National Championship Venture, California October 31—November 5, 1983 Qualifying Races

Skipper	Hometown	Total (3 races)
1. Tom Materna	Sherman Oaks, CA	3 1/2
2. Miles Wood	Leander, TX	4 3/4
3. Ulf Paasch	Riverside, CA	13
4. Bob Seaman	Los Angeles, CA	19
5. Matt Miller	San Diego, CA	25
6. John Poncin	Sunnyvale, CA	26
7. Eric Witte	Capistrano Beach, CA	27
8. Marty Bush	Ventura, CA	32
9. Geoff Walsh	Beverly Hills, CA	38
10. Michael Miller	Azle, TX	38
11. John Hauser	Huntington Beach, CA	39
12. Christian Banks	Dana Point, CA	40
13. Corky Aucreman	Malibu, CA	42
14. Alan Egusa	Hawthorne, CA	42
15. Jim Tantillo	Milpitas, CA	46
16. Brian Boschma	San Jose, CA	46
17. John Wake	Dana Point, CA	47
18. Mike Williamson	Edgewood, MD	50
19. Ron Katz	Fair Oaks, CA	51
20. John Cox	Westminster, CO	56
21. Bill Carney	Sartoga, CA	58
22. Eric Rivera	Isla Verde, Puerto Rico	59
23. Neil Gagna	San Palos Verdes, CA	64
24. Roger Jenkins	Port Huneme, CA	65
25. Brian Kurt	Dana Point, CA	68
26. Frank Heath	Los Angeles, CA	69
27. Greg Trent	Wichita, KS	72
28. Marc Samson	Huntington Beach, CA	77
29. Susan Davidson	Playa Del Rey, CA	77
30. Jim Lantz	Rancho Palos Verdes, CA	83



Robert Brown

The Absolut Vodka 1983 Hobie 16 Women's National Championships

Skipper/Crew	Hometown	Race #							Total
		1	2	3	4	5	6	7	
1. Caroline Winter/Lisa Stuckenborg	Johannesburg, S. Africa	3	3/4	8	3/4	7	5	2	18 1/2
2. Paula Alter/Sean Alter	Capistrano Beach, CA	5	3	5	12	3/4	3/4	31	26 1/2
3. Dorian Goldberg/Anita Torruella	Atlantic View, PR	2	47	11	5	2	4	3	27
4. Fletcher Olson/Peggy Donnelly	Newport Beach, CA	7	7	3	6	11	8	8	39
5. Linda Bowerfind/Kelly Bowerfind	Dunedin, FL	12	2	4	11	8	16	6	43
6. Kelly O'Brien/K. O'Brien	Ft. Walton Beach, FL	6	4	3/4	14	16	27	4	44 3/4
7. Marilyn Morris/Cindy Fitzmeier	Dallas, TX	39	9	13	3	10	10	5	50
8. Linda Leon/Suzanne Leth	El Segundo, CA	15	22	6	17	4	12	3/4	54 3/4
9. Julie Johnson/Gail Potter	Culver City, CA	4	25	19	16	12	2	9	62
10. Julie Renfro/Terry Deans	Winter Park, FL	13	21	49	4	3	6	18	65
11. Pattie Paul/Karen McCarthy	Kailua, HI	3/4	13	12	48	14	15	12	66 3/4
12. Barbara Skarstedt/P. J. Brown	Sacramento, CA	8	6	45	18	5	22	10	69
13. Susan Sattler/Barbie Weaver	St. Petersburg, FL	9	12	21	8	22	9	14	73
14. Laurie Robertson/Debbie Carmickle	Homewood, CA	32	18	17	2	25	7	13	82
15. Becky Danner/Betty Piper	Largo, FL	31	5	2	34	13	14	27	92
16. Nancy Scarduzio/Michele Boulay	Narragansett, RI	18	36	32	23	17	3	11	104
17. Patti McGuire/Amalie Ash	Capistrano Beach, CA	11	35	14	10	9	38	31	110
18. Karen Dunn/Cleta Akers	Matthews, NC	28	11	10	13	20	29	31	113
19. Susan Weiss/M. J. Andrews	Lantana, FL	19	47	20	9	20	29	16	113
20. Marlene Sassaman/Cindy Deans	Cocoa, FL	17	16	15	21	15	34	31	115
21. Ann Karnitzchnig/Patricia Dulkan	Virginia Beach, VA	21	20	26	15	32	13	20	115
22. Judy Popejoy/Ann Hepler	Corpus Christi, TX	29	14	22	29	6	17	31	117
23. Marilyn Craig/Linda Grant	Charlotte, NC	30	8	16	40	26	23	24	127
24. Lynn Stone/Debie Hennecke	Santa Rosa Beach, FL	27	10	45	20	34	21	15	127

The Absolut Vodka
1983 Hobie 14 National Championships **Ventura, California**
October 31–November 5, 1983

Skipper	Hometown	Semi-Finals					Finals			Total
		1/2	3/4	5/6	7/8	1	2	3		
1. Tom Materna	Sherman Oaks, CA	3/4	3/4	3/4	5	3/4	3	4	10	
2. Bob Curry	MacDill A.F.B., FL	19	2	3/4	3/4	2	3/4	6	12 1/4	
3. Enrique Figueroa	Isla Verde, Puerto Rico	8	3/4	8	3/4	3	2	3/4	15 1/4	
4. Miles Wood	Leander, TX	13	2	3	6	4	5	2	22	
5. Hobie Alter, Jr.	Capistrano Beach, CA	6	5	2	2	7	7	3	25	
6. Bob Seaman	Los Angeles, CA	3	4	4	3	27	14	5	33	
7. Matt Miller	San Diego, CA	5	5	2	8	14	4	26	38	
8. Geoffrey Walsh	Beverly Hills, CA	2	4	7	3	11	19	12	39	
9. Wayne Schafer	Capistrano Beach, CA	6	10	4	4	10	9	11	43	
10. Paul Tobie	Oakland, CA	5	7	3	2	28	20	8	45	
11. Ulf Paasch	Riverside, CA	3	6	15	5	32	22	9	60	
12. John Poncin	Sunnyvale, CA	7	3	14	4	30	27	10	65	
13. Alan Egusa	Hawthorne, CA	4	20	5	6	8	34	23	66	
14. Scott Cohn	Portland, OR	7	6	10	25	12	8	25	68	
15. Dick Blount	Hermosa Beach, CA	9	11	6	34	6	23	19	74	
16. Ron Wagniere	Pacific Palisades, CA	12	3	12	8	33	25	15	75	
17. Ron Kitowski	Concord, CA	13	16	9	14	18	6	34	76	
18. Stuart Hill	Casper, WY	20	7	13	18	22	12	7	77	
19. Paul Deschamps	San Diego, CA	14	8	12	20	16	11	28	81	
20. Michael Miller	Azle, TX	2	18	13	12	29	15	21	81	
21. Danny Myers	Charlotte, NC	11	21	17	9	5	28	24	87	
22. Bruce Fields	Torrance, CA	14	14	11	15	19	31	16	89	
23. Paula Alter	Capistrano Beach, CA	22	13	7	17	21	10	31	90	
24. Steven Neal	Pensacola, FL	10	16	10	7	34	29	18	90	
25. Alex Kirby	Tampa, FL	21	13	8	10	35	30	13	95	
26. Marty Bush	Ventura, CA	37	9	9	9	17	24	27	95	
27. Jim Gustin	Citrus Heights, CA	17	19	22	12	15	13	20	96	
28. Bill Carney	Saratoga, CA	27	17	16	14	23	16	14	100	
29. Denny Junco	Isla Verde, Puerto Rico	15	37	5	13	20	26	22	101	
30. James Legge	Rancho Palos Verdes, CA	4	23	11	25	9	36	36	108	
31. Michael Legge	Rancho Palos Verdes, CA	28	11	18	11	24	37	17	109	
32. Burt Sherriff	Lakewood, CA	3/4	36	31	16	13	21	33	114 3/4	
33. Cliff Hillard	Diamond Bar, CA	12	12	19	22	25	33	29	119	
34. Douglas Baker	Melrose, MA	8	17	34	19	28	17	30	119	
35. Bryan Rainbow	Norman, OK	26	10	6	20	26	32	32	120	
36. Scott Baker	Melrose, MA	24	8	15	24	31	36	36	138	
37. Elliott Eckland	Pensacola, FL	17	22	16	16				49	
38. Randy Whitehead	Piano, TX	22	15	23	13				50	
39. Stephen Acquart	San Antonio, TX	9	21	30	24				54	
40. Ron Katz	Fair Oaks, CA	11	24	21	27				56	
41. David Socash, Jr.	Manila, Philippines	25	20	22	15				57	
42. John Hauser	Huntington Beach, CA	34	12	34	11				57	
43. Richard Andrysk	Lincoln, NE	10	30	26	22				58	
44. Corky Aucreman	Malibu, CA	19	26	20	21				60	
45. Kip Driggs	Michigan City, IN	36	19	18	23				60	
46. Eric Witte	Capistrano Beach, CA	30	27	24	10				61	
47. Robert Wall	Algonac, MI	26	9	26	31				61	
48. Christian Banks	Dana Point, CA	24	22	19	21				62	
49. Marlin Bird	Zion, IL	34	15	21	26				62	
50. Michael Patterson	Van Nuys, CA	20	29	17	26				63	
51. John Wake	Dana Point, CA	21	24	33	18				63	
52. Steve Tyler	Kansas City, KS	15	28	25	29				68	
53. John Conti	Tarzana, CA	33	18	20	31				69	
54. Bill George	Austin, TX	18	25	30	27				70	
55. Richard McCusker	Denver, CO	31	35	33	7				71	
56. Kathy Mahugh	Niceville, FL	16	33	28	28				72	
57. Phil Trotter	Norman, OK	23	27	32	23				73	
58. Mike Williamson	Edgewood, MD	25	26	24	30				75	
59. Brian Boschma	San Jose, CA	33	31	14	30				75	
60. Kaye E. Merrell	Charlotte, NC	27	23	25	34				75	
61. Chris Leveritt	Dallas, TX	35	34	27	17				78	
62. John Rueter	Kirkland, WA	23	29	29	29				81	
63. Roger Easley	Wichita, KS	28	28	28	28				84	
64. Dave Webb	Andover, KS	32	36	34	19				85	
65. Art Kirby	Tampa, FL	16	33	36	36				85	
66. Robert Lowrance	Davidson, NC	30	25	32	34				87	
67. Jim Tantillo	Milpitas, CA	36	32	33	32				87	
68. Walter E. Fite	Lakewood, CO	32	35	27	33				92	
69. John Cox	Westminster, CO	31	32	31	32				94	
70. Billy Dominy	Corpus Christi, TX	29	31	34	36				94	
71. Jack Linn	Hawthorne, CA	29	30	36	36				95	
72. Ted Cross	Tacoma, WA	35	34	29	33				96	

Continued from page 28

Hobie Alter Jr.'s consistent performance allowed him to sit out the last race while taking the 1983 title. The rest of the teams drifted it out in the longest, and lightest air, heat of the whole series. A bit of wind did fill in, which enabled those in the rear to come up through the ranks while the leaders sat very still in a hole.

At the awards banquet that evening, Absolut put on a great slide show of the event and Dick McEvoy of Carillon Importers pledged Absolut sponsorship next year. Sandy Banks joked about the many skippers who wished he would have cancelled the last race and presented trophies 20 deep. Thanks and applause goes to Absolut Vodka for another outstanding event. Many thanks also to Ron Tucker, Kevin Conaty, and Ron Dickinson of The Weathermark; Skip and Kendall Holmes, Fleet 5, Rick and Paula Raditch, Grace Anne and Clark Keysor, Bernie and Jack Bowerfind, Harvey Prior, Bill Snyder, Jack Ryan, Scott Hook, Lou Rector, Jan Smith, Robbie Bruce, the protest committee; Bob Johnson, Walter Thompson, George Karan and Richard Karan, Miles Wood, Amalie Ash, Dos Chappell; Endeavor Yachts for providing us with the committee boat and to the great staff at the Hilton Inn. And last thanks to Hannah Poteat of Division 9 for her help. In the final scoring the top ten were:

		Points
1.	Hobie and Sean Alter	44½
2.	Bob Whitehurst and Barry Cochran	59
3.	Rick and Carol Eddington	67
4.	Keith and Curtis Christensen	74
5.	Bob Seaman and Ross Tyler	77¼
6.	Miles Wood and Paula Alter	85
7.	Carlton Tucker and Todd Brooks	87¾
8.	Richard Karan and Jeff Linton	106¾
9.	Jeff Alter and Sue Brenny	107¾
10.	Wally Myers and Don Pussehl	111¾

St. Petersburg Beach, Florida

October 10–13, 1983

25. Sidney DeSmyter / Coleen Weaverling	Elkton, MD	34	31	7	26	24	18	25	131
26. Marilyn Shearer / Lana Berg	Salt Lake City, UT	24	32	9	22	30	26	21	132
27. Mary Noordhoff / Libby Weathers	Hollywood, CA	41	19	30	19	19	33	17	137
28. Debbie Cox / Barbara Allman	Hewitt, NJ	14	21	29	19	39	24	31	138
29. Sally O'Rourke / Gay Watson	Rockport, MA	10	27	18	7	23	25	31	141
30. Nancy Caffee / Anne Caffee	Gainesville, FL	23	15	33	24	29	19	31	141
31. Jacque Myers / Babe Myers	Tallahassee, FL	26	28	45	25	21	36	7	143
32. Sandy Farris / Susan Farris	Pleasanton, CA	38	33	23	32	31	11	31	161
33. Lorraine Carter / Janet Berg	Seattle, WA	35	23	45	31	27	28	23	167
34. Judy Kellogg / Gail Keagle	Hickory Corners, MI	25	40	31	30	33	30	31	180
35. Lois Carlson / Janet Kroupa	Minneapolis, MN	16	38	21	42	37	42	19	180
36. Judy Fuller / Carolyn Mayo	Dallas, TX	36	17	28	27	49	32	31	184
37. Susan Pesane / Mimi Appel	Marietta, NY	33	37	43	33	18	35	31	187
38. Diane Knight / Sharon Chamberlain	Glenwood, NY	20	30	42	37	41	31	31	190
39. Jane Brown / Michele Erema	South Bend, IN	43	26	35	28	38	39	31	197
40. Candy McCombs / Sully Meyer	Kenmore, NY	22	46	38	35	40	41	31	207
41. Marilyn Hood / Janis Gallagher	Tampa, FL	40	34	30	43	44	44	31	222
42. Terri Baker / Paula Raditch	Jackson, MI	45	39	34	41	36	48	31	226
43. Cindy Tilley / Mary Beth Gilbert	Garner, NC	44	43	40	36	45	40	30	233
44. Jane Danielson-Loquasto / Marcia Holler	Grand Island, L.I., NY	42	45	39	38	42	43	31	235
45. Nancy Bateman / Darlene Jonte	Dallas, TX	46	29	24	48	48	48	46	241
46. Elizabeth Teyber / Barbara Freund	Dayton, OH	48	42	44	45	43	37	31	242
47. Shelly Wood / Jan Smith	Tampa, FL	47	44	37	44	46	44	31	246
48. Mary McQueen / Linda Daytschauer	Sarasota, FL	37	41	41	48	48	48	46	309



Patrick McDowell

The Absolut Vodka

1983 Hobie 16 Open National Championship

St. Petersburg Beach, Florida

October 2-8, 1983

Skipper/Crew	Hometown	Semi-Finals					Finals					Total
		1/2	3/4	5/6	7/8	9/10	1	2	3	4	5	
1. Hobie Alter, Jr./Sean Alter	Capistrano Beach, CA	4	6	11	3/4	2	6	6	8	3/4	48	44 1/2
2. Bob Whitehurst/Barry Cochran	Clearwater, FL	12	29	14	4	2	3	2	2	8	12	59
3. Rick Eddington/Carol Eddington	Houston, TX	3	9	3	38	9	15	4	12	2	10	67
4. Keith Christensen/Curtis Christensen	Long Beach, CA	2	4	18	11	24	8	3	5	19	4	74
5. Bob Seaman/Ross Tyler	Los Angeles, CA	3/4	2	10	19	3/4	32	5	3/4	7	38	77 1/4
6. Miles Wood/Paula Alter	Leander, TX	12	3	2	9	4	17	7	13	18	39	85
7. Carlton Tucker/Todd Brooks	Fl. Walton Beach, FL	17	3/4	7	2	11	33	10	3	16	21	87 3/4
8. Richard Karran/Jeff Linton	Tampa, FL	2	30	3/4	5	15	38	15	14	5	20	106 3/4
9. Jeff Alter/Sue Brenny	Capistrano Beach, CA	14	5	3/4	3	3	2	14	33	47	33	107 3/4
10. Wally Myers/Don Pussehl	Ocean City, NJ	6	7	23	3/4	5	40	29	16	12	11	131 3/4
11. Alan Egusa/Carla Mezo	Hawthorne, CA	9	8	23	4	3/4	46	17	4	20	28	113 3/4
12. Don Balthaser/Sheila Homes	Richardson, TX	5	38	10	8	5	25	19	30	9	16	127
13. Robbie Brice/C. Bowerfind	Dunedin, FL	7	25	13	16	34	4	8	11	26	18	128
14. David Rodgers/Teri Cray	West Palm Beach, FL	36	18	19	13	6	12	3/4	19	33	8	128 3/4
15. Sergio Gama/Taciana Gama	Recife, Brazil	14	5	5	10	25	27	11	30	17	15	129
16. Phil Sanchez/Cheryl Sanchez	St. Petersburg, FL	10	12	12	31	21	37	12	6	4	27	135
17. Chris Veneman/Tony Christensen	Anaheim, CA	27	21	4	3	3	39	25	28	24	3	138
18. Dave Bonesteel/Todd Kellogg	Richland, MI	36	20	2	12	13	5	32	46	23	6	149
19. David Freed/Darlene Jonte	Grapevine, TX	18	8	40	6	22	13	24	15	13	32	151
20. Tom Whitehurst/Rick Cumby	Pensacola, FL	3	37	37	7	18	14	27	9	35	2	152
21. Carter Rich/Sean Hawes	Treasure Island, FL	6	7	3	16	36	7	28	38	27	26	157
22. Jim Trimble/Shelby Trimble	Victoria, TX	35	36	8	23	7	26	9	21	10	19	158
23. Stan Woodruff/Greg Allen	New Baltimore, MI	42	17	27	8	26	10	42	10	22	3/4	162 3/4
24. Enrique Figueroa/Allen Coupe	Fl. Walton Beach, FL	11	3	27	6	6	21	34	34	29	30	167
25. Mike Montague/Dee Dawson	Santa Rosa, CA	4	10	6	18	41	18	38	29	3	42	167
26. Mike Shearer/Marilyn Shearer	Salt Lake City, UT	3/4	3/4	38	38	10	35	16	7	31	29	167 1/2
27. Bill Pageis/Jean Pageis	Newark, DE	8	13	9	46	12	3/4	47	18	25	41	172 3/4
28. Geoff Walsh/Ashley Harrison	Beverly Hills, CA	15	27	9	35	8	28	31	27	37	5	185
29. John Flanagan/Betsy Flanagan	Baltimore, MD	22	12	38	14	30	16	30	23	6	43	191
30. Richard Roinski/Brant Welley	Brownsville, TX	19	15	28	11	41	30	49	17	14	17	192
31. Mark Ralph/Cindy Freymeyer	Farmers Branch, TX	20	29	7	20	4	22	43	47	38	11	194
32. Kevin Miller/Burrell Frazier	Lake Hamilton, TX	13	10	16	31	17	24	21	32	34	45	198
33. Steve Leo/Sue St. Sure	San Diego, CA	21	2	15	19	26	45	40	39	15	24	201
34. Jim Glenden/Jeff Crompton	Newark, DE	26	32	22	7	14	31	45	41	21	7	201
35. Andy Shearer/Ruth Golley	Salt Lake City, UT	37	19	6	36	17	20	18	20	42	34	207
36. Brian Bell/Cindy Dean	San Diego, CA	5	18	31	15	44	42	22	22	30	23	208
37. Jeff Casher/Gail Potter	Reseda, CA	30	15	17	10	19	43	46	25	49	9	214
38. Don Oltmans/Jana Seaman	Huntington Beach, CA	24	11	34	26	21	29	23	36	11	45	215
39. Jack Sammons/Jodi Sammons	Lake Park, FL	9	26	14	2	34	47	33	26	36	35	215
40. Al Campbell/Doug Carney	Great River, NY	33	13	12	21	7	34	26	45	32	40	218
41. Robert Radtich/Jeanie Obedzinski	Palm Harbor, FL	11	14	26	15	10	48	13	35	48	48	220
42. John Poncin/Kathy Ward	Sunnyvale, CA	25	6	8	36	32	9	35	31	43	44	225
43. Dave Sloan/Craig Whiteleather	Clearwater, FL	33	17	26	25	12	11	36	48	44	22	226
44. Ted Knowlton/Sharon Mareau	Lincoln, MA	29	9	20	27	18	23	39	43	46	25	233
45. George Zorn/Cindy Zorn	Ocean Springs, MS	16	24	32	17	16	44	44	39	14	246	
46. Peter Vandeverg/Brian Campbell	Kailua, HI	25	39	13	24	11	19	41	42	45	37	251
47. Dave Shearer/Mary Tuckett	Salt Lake City, UT	7	33	43	12	29	36	37	24	40	36	254
48. Dave Howie/MacFraser	London, Ont., Canada	8	26	29	21	37	41	48		41	31	
49. John Hauser/Terry Hauser	Huntington Beach, CA	21	11	21	23	16						69
50. Dorian Goldberg/Francisco Maymi	Atlantic View, P.R.	31	37	5	25	25						86
51. Fred McIntosh/Dave Andrews	Naples, FL	13	41	24	14	35						86
52. Phil Collins/Beverly Collins	Oklahoma City, OK	22	22	40	34	9						87
53. Mike Lemon/Nick Bailey	St. Thomas, U.S.V.I.	30	16	35	17	24						87
54. J. Bruce Williams/Tom Kellogg	Richland, MI	23	23	20	43	22						88
55. Brian Schatz/Pattie Paul	Kailua, HI	15	28	32	22	23						88
56. David Becker/Knute Byshiem	Brightwater, NY	16	36	33	13	27						89
57. Jeffrey Warren/Diane Warren	Danbury, CT	41	14	4	32	42						91
58. Rick Radtich/Paula Radtich	Largo, FL	32	4	39	44	20						95
59. Billy Rendier/Mary Noordhof	Manhattan Beach, CA	27	27	47	30	14						98
60. Greg Hansell/Heidi Hansell	Ann Arbor, MI	19	44	21	27	31						98
61. Rick Weaver/Barbie Weaver	St. Petersburg, FL	45	21	29	18	20						98
62. Chuck Miller/Jim Pinkston	Corpus Christi, TX	38	16	22	32	32						102
63. Rick Herbert/Steve Hood	Kalamazoo, MI	29	44	24	5	45						106
64. Gregory Smith/Tim Kellogg	Kalamazoo, MI	41	34	29	20	23						106
65. Wick Smith/Jane Smith	Raleigh, NC	26	40	31	9	43						107
66. Larry Frazen/Debbie Heinechie	Fl. Walton Beach, FL	37	22	18	46	30						107
67. Bob Poteat/Hannah Poteat	Raleigh, NC	23	19	30	37	35						107
68. Michael Gallagher/Pat Gallagher	Tampa, FL	40	24	36	33	15						108
69. John Hackney/Carol Hackney	Stuart, FL	24	39	42	29	19						111
70. Bob Dees/Lynn Dees	Mt. Laurel, NJ	42	23	17	40	31						111
71. Ray Howard/Carolyn Howard	Tustin, CA	34	31	25	22	39						112
72. Pat Porter/Laurie Robertson	Homewood, CA	40	35	15	26	38						114
73. Wayne Schafer/Mike Winterhalter	Capistrano Beach, CA	35	25	46	28	28						116
74. Lee Dockstader/Julie Johnson	Cardiff, CA	28	33	16	39	40						116
75. Larry Kalta/Arthur Sencil	Lynn Haven, FL	39	42	11	39	28						117
76. Roger Hensler/Pat Hensler	Omaha, NE	18	40	19	40	48						117
77. Jim Humphrey/Pat O'Gain	Columbia, SC	17	34	30	42	37						118
78. Will Tully/Anne Tully	Pueblo, CO	48	35	41	33	13						122
79. Dale Henning/Denny Tynan	Dallas, TX	47	30	34	29	33						126
80. John Harris/Leisha Orr	Whittier, CA	46	28	44	48	8						126
81. Jibber Terheggen/Lou Kellogg	S. Padre Island, TX	39	20	25	44	43						127
82. Rob Baidas/Nancy Baidas	Northville, MI	38	48	28	28	33						127
83. Greg Knight/Alana Stanley	Vancouver, B.C., CN	31	43	33	24	49						131
84. John Corrie/Cathy Stamborsky	Mercer Island, WA	10	47	48	47	36						140
85. Bill Buckley/Russ Blake	Toronto, Ont., CN	43	32	35	30	46						140
86. Jesus Perez/Rafael Mediavilla	Cupey, USVI	44	31	44	37	29						141
87. George Schmidbauer/Marty Schmidbauer	Berlin, NJ	20	43	43	47	40						146
88. Dave Block/Maureen McCleary		32	38	49	35	44						149
89. Steve Rooks/John Buchert	Mason, OH	28	46	42	34	45						158
90. David Cregar/Susan Welch	Arlington, TX	47	41	37	41	39						149
91. Ken Guthrie/Harry Mowbray	Chesterfield, VA	34	42	45	45	47						166
92. Bill Hartman/??	White Bear Lake, MN	44	46	36	43	47						169
93. Steven Donahue/Mary Owens	Sioux Falls, SD	43	45	48	45	38						171
94. Joe Levins/Joe Levins	White Bear Lake, MN	48	45	45	41	42						173
95. Cory Shedd/Sharon Harrington	Denver, CO	45	48	46	42	46						179
96. John Miller/Pam Miller	Kansas City, MO	46	47	47	48	48						188

Qualifying Races

Skipper/Crew	Hometown	Total (3 races)
1. Billy Rendler/Mary Noordhoe	Manhattan Beach, CA	10
2. Robert Radtich/Jeanie Obedzinski	Palm Harbor, FL	12
3. Jack Sammons/Jodi Sammons	Lake Park, FL	15
4. Miles Wood/Paula Alter	Leander, TX	15
5. Sergio Gama/Taciana Gama	Recife, Brazil	17 1/2
6. Rick Radtich/Paula Radtich	Largo, FL	18
7. Brian Bell/Cindy Dean	San Diego, CA	20
8. Enrique Figueroa/Allan Coupe	Fl. Walton Beach, FL	22
9. Carter Rich/Sean Hawes	Treasure Island, FL	22 3/4
10. Lee Dockstader/Julie Johnson	Cardiff, CA	24 3/4
11. Michael Gallagher/Pat Gallagher	Tampa, FL	25
12. John Harris/Leisha Orr	Whittier, CA	27
13. David Cregar/Susan Welch	Arlington, TX	28
14. Steve Leo/Sue St. Sure	San Diego, CA	30
15. Fred McIntosh/Dave Andrews	Naples, FL	30
16. John Forgrave/Darryl Shibata	Los Angeles, CA	31 3/4
17. Robbie Daniel/Mike Dawson	Ft. Myers, FL	33
18. Bruce Strauss/Barbara Strauss	Millville, NJ	35
19. Fred Maser/Lorna D'Agostino	Schwensville, PA	37
20. Sergio Leal/Marco Miranda	Recife, Brazil	38 3/4
21. Robert Whittington/Cathy Whittington	Brownsville, TX	40
22. Paul Eckenroth/Linda Eckenroth	Deer Park, TX	42
23. Steven Stortenbecker/Libby Meathers	Clearwater, FL	42
24. Eric Booton/Chuck Booton	Loveland, CO	43
25. Doug Grant/Bob Nickerson	Evanston, IL	44
26. Michael Roybal/Kevin Ogawa	Denver, CO	45
27. Larry Assalone/Susan Assalone	Coral Springs, FL	45
28. Lloyd Fox/Terri Fox	Bellevue, NE	45
29. Bob Findlay/Megan Maher	Skokie, IL	45
30. Peter Vasilades/Eric Harting	Ormond Beach, FL	45
31. Stephen Sersen/Scott Jerome	Baltimore, MD	46
32. Eric Hull/Kathy Hull	Lake Alfred, FL	49
33. David Stout/Diane Wheeler	Ft. Walton, TX	50
34. Dennis McCredie/Rob Vockrodt	Dallas, TX	50
35. William Swartwout/Don Kronenberg	Amityville, NY	51
36. Bo Irvine/William Reed	Pearl City, Oahu, HI	53
37. David M. Walter/Robert Walter	Palm Beach Garden, FL	54
38. John Lattman/Jody Kalata	Parker, FL	54
39. Cesar Elizondo/Jack Ezell	Houston, TX	55
40. Scott Baker/Alan E. Baker	Palm Beach Garden, FL	56
41. Edward Woodcock/Beth Anderson	Ocean City, MD	57
42. Skee Danner/Becky Danner	Largo, FL	58
43. Scott McMillen/Jackie Pettengill	Ft. Pierce, FL	60
44. Bill Choise/Kevin Kopp	Houston, TX	63
45. Clark Keyser/Christopher Keyser	Clearwater, FL	67
46. Rodney Clark/Daryl Clark	San Antonio, TX	70
47. Mike Wilson/Gene Wager	Randolph A.F.B., TX	70
48. Randy Mac Connell/Chris Carroll	Toms River, NJ	70
49. Dennis Young/Gayla Thomas	Dallas, TX	70
50. Douglas Efland/Bill Vernon	Efland, NC	71
51. Judy Popejoy/Ann Hepler	Corpus Christi, TX	73
52. Jack Bowerfind/John Bowerfind	Dunedin, FL	73
53. Woodie Cope/Mike Weill	Tampa, FL	75
54. Robert J. Shay III/Cindy Bittle	Salt Lake City, UT	78
55. Mike Jernigan/Jane Jernigan	Chester, VA	79
56. Dorsey Farris/Susan Farris	Pleasanton, CA	80
57. Lawson King/June King	Plantation, FL	80
58. Mike Braswell/Tio Ferrara	Tampa, FL	81
59. Ronald Roybal/Kerry Cranford	Denver, CO	82
60. Phil Gregory/John Ferrell	El Paso, TX	83
61. Rob Hamilton/James D'Agostino	Furlong, PA	84
62. Bill Kocsis/Edna Kocsis	Piano, TX	84
63. Ray Seta/Michele Brown	San Antonio, TX	86
64. Jack Meany/Mike Hyland	Ocean City, NJ	89
65. Bill Aja/Jim McCarthy	S. Portland, ME	91
66. Glenn Boetcher/Joan Boetcher	Lakeland, FL	93
67. Marty Weick/Tommy Deisandri	Alvin, TX	95
68. Robert Padilla/Ralph Padilla	San Jose, CA	96
69. Maurice Wade/Bobbie Netzer	Carrollton, TX	100
70. Rick Sheppard/Cheryl Johnson	Tampa, FL	101
71. Glenn Luigi/William McFadden	Horsham, PA	102
72. David M. Lengyel/Vickie Vyke	Tampa, FL	102
73. James A. Laure/Debbie Pyke	Portage, MI	104

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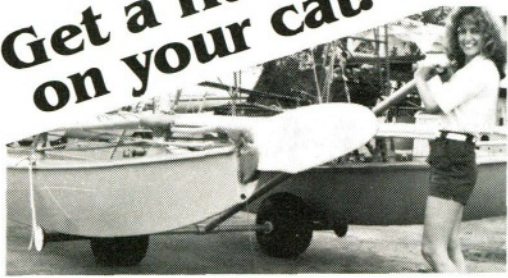
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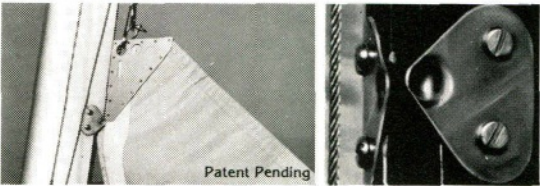
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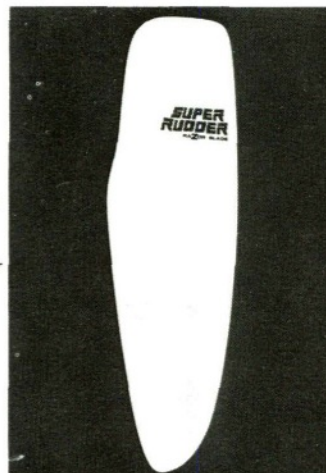
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Continued from page 21

most competitive one design classes in the world. The people we have racing today are just as much fun to run races for as they ever were, maybe more so.

HL: Other people run regattas around the country. What are some of the things they could do to make them run smoothly?

BANKS: A lot of fleets, clubs and classes run regattas and the basics are pretty much the same. Where people make their mistakes is in the planning or the lack of it. I don't mean just planning for the obvious. I mean planning for the unexpected or maybe the worst that could happen.

The biggest problem seems to be with committee boats and chase boats. You made the arrangements for a guy to bring his boat to the site, but the day before, it breaks down. Then what? You have to have more than enough chase boats but no too many, because if a guy has volunteered his time and boat to help you, he doesn't want to feel useless. Everybody should have something to do. Another common problem is with equipment—marks, radios, etc. Either not having the proper equipment or finding what you have doesn't work on regatta day. Or even, when the time comes, not knowing how to use it. But it all comes back to the better you plan the better the regatta will be.



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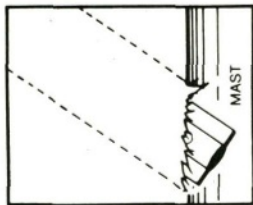
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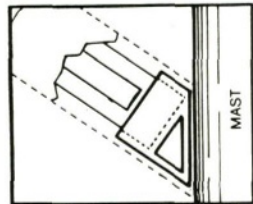
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Letters

Continued from page 10

Enough Is Enough

I recently (one week ago) purchased a Hobie and picked up a copy of the Hobie Hotline. In your letters section titled "A Dirty Job" by Joan Gregory of Key West, Florida (July/August), I read about how Hobie owners are a closely knit group. Well, the article went on to ask fellow sailors not to steal parts off the boats of others. As I mentioned, I have had my boat only one week, yet I have already had some shackles stolen after walking away from my boat for only an hour.

Please urge, demand or do whatever it takes to reach out to fellow boat owners not to steal. Someone totally ruined a great day for me.

Michael Drews
Des Moines, Iowa

Editor's Note: When a person steals from another, he not only steals the item in question, but robs the victim of time, money and enjoyment. Hobie Catting provides a wonderful respite from the hassles we all must deal with in our daily lives. Let's keep it that way.



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HOBIE HOT TIPS

Keeping Parts Handy

I developed something that has proved its usefulness many times. When getting my boat ready, I wear a carpenter's apron with all the tools and spare parts I might need right there: screwdriver, pliers, ropes, and an extra shackle and clevis pin. This saves half the time. I don't have to look all over the trampoline to find something, or walk around the boat several times to get back to the tool box each time something is needed.

Randy Oates
Louisville, Kentucky

Prevent Sailcloth Bleeding

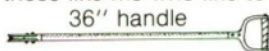
When either dyed nylon or dyed Dacron sail fabrics are stored wet, the color will bleed or transfer from the colored to the white or even from a darker shade to a lighter shade. The wetter and more compressed the fabric, the greater the bleeding—such as when stuffed in a sailbag.

To prevent color transfer on your sails, dry them as thoroughly as possible after using. Try not to store wet in a sailbag for any longer periods of time than necessary.

Howe & Bainbridge
Sailcloth Manufacturers

A New Idea from an Ancient Mariner

As a 69 year old sailor who was given a Hobie as a retirement present I have a suggestion for the tiller extension. The stock tiller extension is great for racers and teenagers. For sailors such as I, it is a nuisance. I have designed a shorter one for those like me who like to sail, not fly. It looks like this:



The handle is like a coaster wagon one, you can get a good grip on it in contrast to the long slippery extensions. Since I sail on a relatively small lake in Wisconsin and don't want to fly my hull, it greatly improves my comfort and ease in coming about and holding on to it.

My contemporaries think I am nuts when they see some of the pictures of youth sailing, but one can sail and enjoy a Hobie as an exciting but not dangerous experience.

Samuel R. Lewis Jr.
Venice, Florida

Editor's note: When substituting tiller extensions be sure the new extension is made from non-conductive materials.



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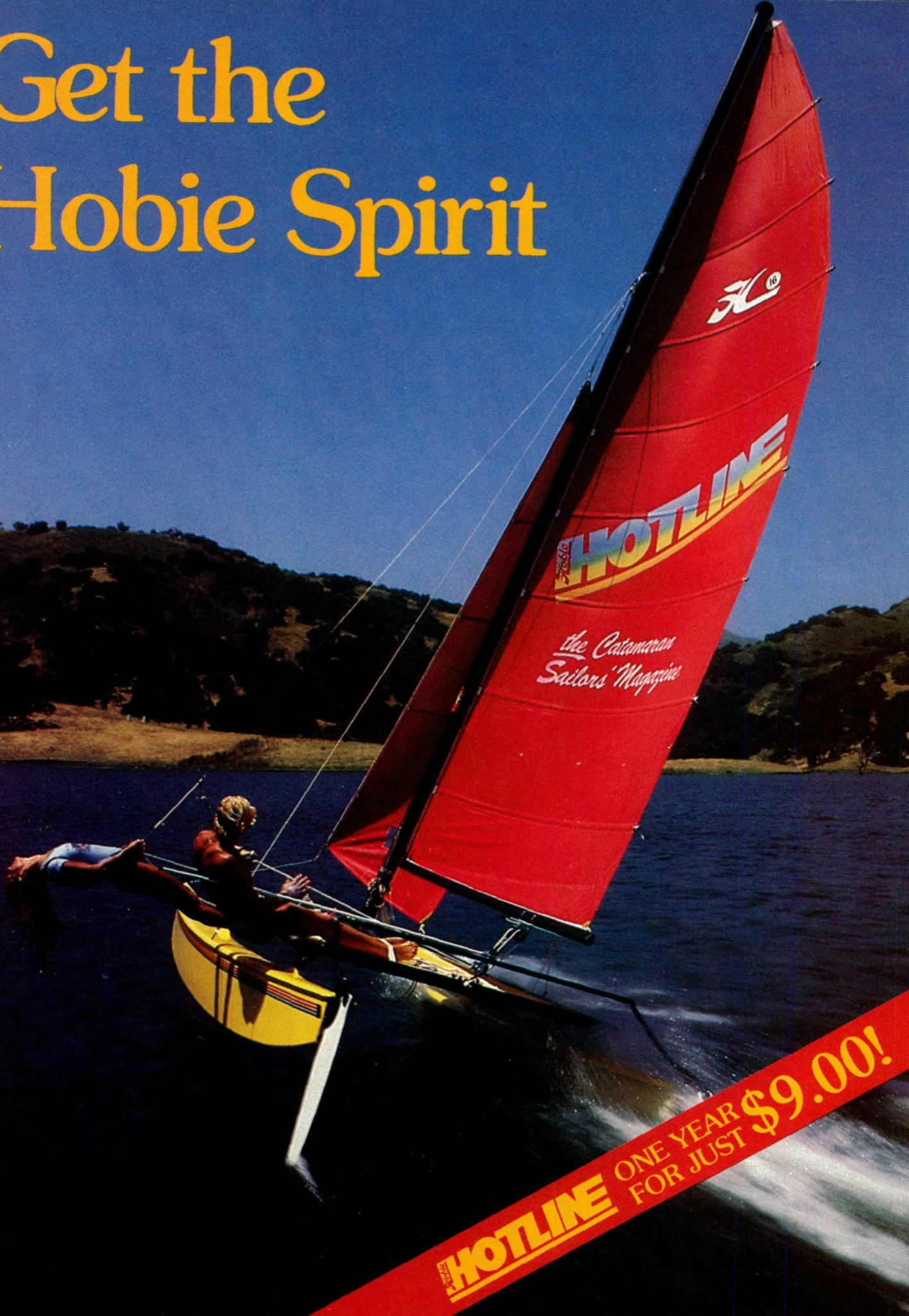
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READER'S FORUM

Suggestions for Docking on the Rocks

I read with interest George Jones' letter in the September/October HOTLINE, titled "Docking on the Rocks."

My son, John and I had a similar problem with our Hobies on the rocky shore of our lake in Central Maine.

We made ramps for each hull and placed them at the water's edge and up over the rocks. One person can pull up either boat high and dry without help.

The ramps are made of 18'-2" x 10" planks with 2" x 2" along each edge to form a channel. They are completely covered with carpet.

I hope this will help.

Merton D. Campbell
Winslow, Maine

I have a solution to George Jones' dilemma of how to park a Hobie Cat on a rocky shoreline.

I bought my Hobie when I lived on Lake Champlain, New York where the shoreline is nothing but rocks. Someone suggested I get some old tires and pull my 16 up on them. I used four tires for each hull with two submerged. The tires in the water were filled with rocks to prevent wave action from moving them around. I splashed water on the dry ones to lubricate them when pulling the boat out of the water.

With a little practice, I could drive my Hobie right up on the first tires. The hulls remained undamaged through two summers.

Mike Sprenger
Bossier City, Louisiana

Raising it Easy: A Solution

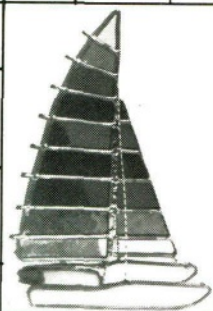
I am a new Hobie 16 sailor. After reading my first HOTLINE (November/December) I am sympathetic to Cal Tabucchi's difficulty with raising the mast. While I am sure that with time I will develop the technique and confidence to bring up the mast mechanically unassisted, for now I choose to use an obvious solution. I installed a winch on my trailer and use it to help raise and lower the mast. My wife attaches the winch rope to the forestay after I pin the base of the mast (having learned the hard way not to forget) and cranks it tight. As I raise the mast, she keeps tension with the winch and we have no problem. I merely have to guide the mast up (and down) and we both have all the confidence in the world about the stepping procedure even after a hard and tiring day of sailing.

Bob and Vicki Kitahara
Greensboro, North Carolina



DANGER

Extreme caution must be observed when launching and sailing near overhead wires. A mast near a wire could be fatal!



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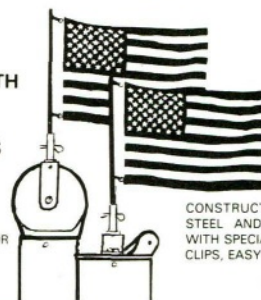
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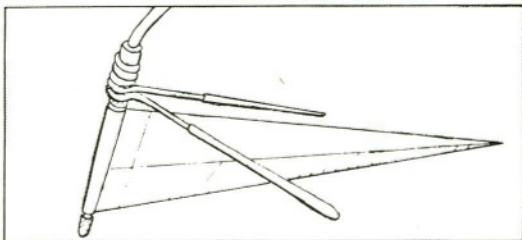
- IT** is simple, easy to mount and use.
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- IT** is performance guaranteed for five full years! The details are printed on every package.

The Bad News Is:

- IT** is expensive (of course that depends on how much other stuff you do not have to buy because of **IT**).
- IT** comes without the swivel cam cleat (you can choose the one you prefer for jib sheet control and use the one that comes on the boat for traveler control).
- IT** is of no value to skippers who do not use cam cleats on their jib sheets. (You guys and gals will want to try the **KISME "OK"**.)
- IT** may not yet be available at your favorite dealer, or maybe he has already sold out??



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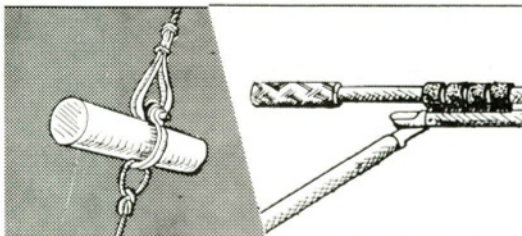
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HOBIE BRIEFS

A Drive for Safety

A broad coalition of boating consumer and industry groups joined hands in Chicago recently to announce the formation of a new national drive to improve boating safety. The major goal of the coalition is to implement a four-part grassroots campaign designed to expose more boaters to proper boat handling skills and then channel them directly into boating safety courses conducted by volunteer boating organizations.

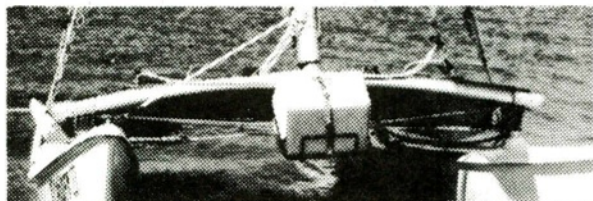
The first part of the campaign involves the creation of a new series of safe boat handling courses by the BOAT/U.S. Foundation for Boating Safety. These introductory workshops are designed to be short and entertaining and will demonstrate proper boating techniques as well as the use of safety equipment. They will be offered during the upcoming NMMA Winter Boat Shows in Chicago, New York, Philadelphia and Miami.

The second element of the campaign is a major publicity drive to increase participation in the more comprehensive boating education courses being offered by volunteer boating organizations such as the United States Power Squadron and the Coast Guard Auxiliary. A toll-free nationwide "800" number will be established by the BOAT/U.S. Foundation which will allow boaters in all parts of the country to get up-to-date information on courses being offered in their area.

Lost, Stolen or Strayed

Hobie 16 stolen on July 23, 1983, hull number CCML1979M79A. Any information contact, Percy Ratcliff, (703) 750-8800.

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The **TLC** is lighter: It is lighter than any other known stock or special tiller linkage solution available at this time.

The **TLC** is satisfaction guaranteed or you'll get a 100% refund!

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THE BAD NEWS IS:

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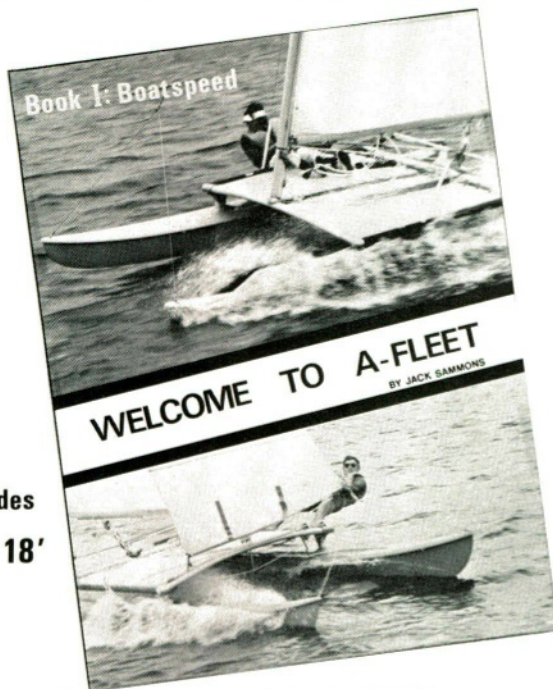
The **TLC** is not for compulsive "tinkerers"—it eliminates one of the things that you can constantly "play" with.

The **TLC** may be more expensive—it really depends on how often you replace the parts in your present solution.



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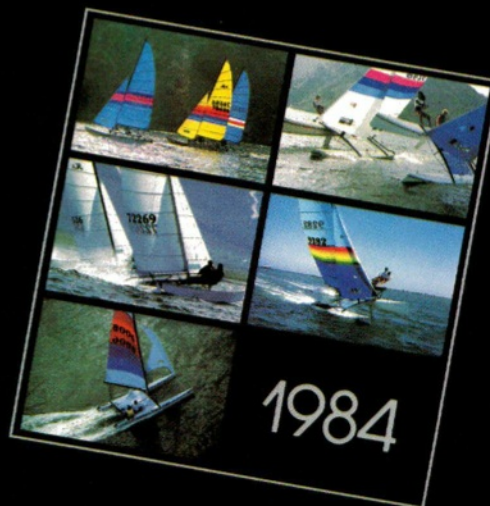
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14 TURBOS

A First for Turbos in Tampa



Dozens of turbos head for the start on a light air day. A lone skipper pilots his turbo in the falling light on Tampa Bay (bottom).

Whenver an event is held for the first time, a unique feeling develops among the participants. There is a sense that history is in the making. Everyone shares the enthusiasm as members of that first team. This was the atmosphere surrounding the first ever Subaru Eastern Hobie 14 Turbo Championship, the first all turbo event to be held.

With no defending champion, everyone felt that the opportunity to win was within reach. The 61 skippers from 14 states started arriving on Thursday, October 10, for the practice races. They came from as far as Oklahoma, Nebraska and Michigan, pulling their double stacked trailers for twenty four hours at a stretch. The skippers registered in either the light (150 lbs.) or heavy (175 lbs.) classes.

Thursday night's welcome party was

**By Amalie Ash
Photos by Rob Houghton**

hosted by Captain Morgan's Special Rum which provided the skippers with a great ice breaker. This was especially valuable since many of the skippers had never met.

Friday morning's weather disappointed sailors who came to Florida with hopes for warm sun and warm water. They were met with cooling grey skies and 15-20 knot winds. The three races were run back to back, a sure test of sailing endurance for the skippers who had to work hard to keep their boats from capsizing.

On Saturday, a cold front from the northwest swept down upon the unwary sailors making neoprene the prevailing fashion on Tampa Bay. Moderate winds and light chop provided another challenging day for the turbo skippers.

Bob Curry, fresh from capturing second place in the Hobie 14 Championship at Ventura, dominated the light class with three firsts out of the four races. Rich Morrison of Spring, Texas, garnered a bullet in the sixth race, putting himself in a solid



fifth. Richard Karran and Rick Raditch were both in the top five consistently and, with a tenth and a twelfth for throwouts, were only two points apart. Karran was in second and Raditch was holding on to third.

The field jostled for position in the fluky cold air. The top ten spots seemed to change with every race. The result was a large point spread at the end of the day's racing.

Larry Becker, from New York, held on to first place in the heavy class with two firsts and only 15½ points. Close behind with 19½ points was Jim "Mr. Hobie Cat" McCann who also copped two victories. Kevin Conalty ended Saturday with third place but he had Doug Heil of Valrico, Florida, and Charles Thornton of Birmingham, Alabama, nipping at his stern.

Saturday's Great Feast was hosted by fleet 42 and the good food seemed to revitalize the skippers so they could party as hard as they had raced. Miller Lite helped to sooth tired bodies with cool beer.

Tampa Bay was glassy and the wind was light and shifty as the skippers prepared themselves for Sunday's climactic racing. With the wind blowing no more than five knots, lake sailors had the perfect chance to exhibit their skills. All three races were spent "over the cross bar" as the skippers patiently worked their way around the course.

Curry held on to take the gold in the light class. Karran grabbed the number two spot. A big upset, in the shape of Texas' Morrison, occurred during the last day of sailing. Morrison swept to a first and a fourth to steal third place from Rick Raditch.

In the 175 pound class, Larry Becker maintained his three day lead to win. Jim McCann took second. Heil moved up to take third and Captain Bob Johnson ripped off two victories on the last day to finish fourth.

With the races over and the boats stacked back up on their trailers in anticipation of the journey home, the skippers took time to reflect on the "first ever" weekend. Many new friends were made, and more history was written into the annals of Hobie Catting. Bob Curry probably summed up the feeling of many sailors when he said that there were "... a lot of good, new sailors out there. That proves there's a turbo class coming out of the closet."

Special thanks went out to Chuck Hollweg of Tampa Sailcraft, Walt Thompson, fleet 42, Miller Lite, Subaru, Captain Morgan's Special Rum and the Bay Harbor Inn.



Turbo trophy winners clown and smile for the camera after the Subaru Eastern Turbo Championship.

Heavy Class

1. Larry Becker	Brightwaters, New York	19½
2. Jim McCann	Orlando, Florida	27½
3. Doug Heil	Valrico, Florida	44
4. Bob Johnson	Tampa, Florida	46½
5. Merrck Endres	Palm Harbor, Florida	55
6. Rick Weaver	St. Petersburg, Florida	57
7. Jack Salmon	Pensacola, Florida	57¾
8. Charles Thornton	Birmingham, Alabama	60
9. Kevin Conalty	Palm Harbor, Florida	60
10. Billy Richnow	Houston, Texas	?

Light Class

1. Bob Curry	Tampa, Florida	18¾
2. Richard Karran	Tampa, Florida	27¾
3. Rich Morrison	Spring, Texas	43½
4. Rick Raditch	Largo, Florida	44¾
5. Mark Gruber	Tampa, Florida	45
6. Dave Northrop	Brooklyn, Michigan	52
7. Steve Neal	Pensacola, Florida	54
8. Chris Langston	Sallisaw, Oklahoma	61
9. Fred Ferraro	Carrollton, Texas	64
10. David Brown	Lincoln, Nebraska	80

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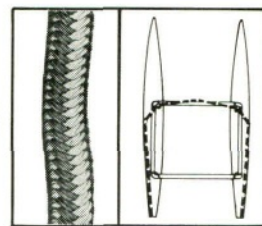
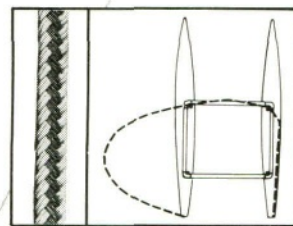
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New skippers will appreciate **KISME** products because they are simple, easy to install and virtually maintenance free.

Experienced recreational sailors will appreciate **KISME** products because they are very reliable and in some cases offer an increased margin of safety.

Serious racers will appreciate **KISME** products because they usually offer more precision and exceptional sensitivity without being delicate or fragile, yet they are usually lighter in weight than what they replace. **KISME** especially challenges the serious A, B, or C fleet skippers to compare our products with whatever they now use.

One prediction is a sure bet:

Everyone wins with **KISME**, regardless of their sailing category or experience level because we give an old fashioned, straight forward performance guarantee with **ALL** of our products...and for some very **UNIQUE KISME** products we will also guarantee your satisfaction...and we give you the guarantee in print on every package.

You'll always get your money's worth

From



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The Hobie Lapel pin

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The survivors. The Hobie 14 U.S. Nationals tested even the most experienced surf launchers. It was a test that some passed. And some didn't.

14s



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- | | |
|-------------------|----|
| 9. Matt Miller | 12 |
| 10. Wayne Schafer | 14 |

Some thought that Materna had been the recipient of an extraordinary amount of luck so far and they wondered how long it could continue. On a windshift in one race, he surprised the fleet by moving from fourteenth to first. Another win came during a windy race when the five leaders sailed into a windless pocket. Materna sailed right around them and managed to pick up another win.

Materna snagged another victory, however, in the first race of the finals. Curry's second place finish kept him in good shape. Figueroa, Wood and Charlotte, North Carolina's, Danny Meyers finished close behind.

After a late start due to high surf and light, morning winds, the second race of the finals began in the late afternoon. This race ended in disappointment for some and relief for many. With a good ten knot wind, the race committee called a long



course. At the second C mark rounding with one more weather and leeward leg to go and with another hour of daylight left, few thought the fleet would have any problems finishing. But the wind died. Dark found 36 Hobie 14s drifting slowly in circles.

On the last day, the sailors again found themselves sitting on the beach staring at the largest shore break yet. It seemed to have built throughout the week. Materna, sitting pretty in first place, hoped that the wind would not blow. Curry, who was close on his stern, was praying for wind. When the wind finally did fill in, Curry broke a set of rudder pins as a wave sent him tumbling backward and jammed his rudders into the sand. Materna had 2½ points on Curry and figured that this mishap might cause Curry to become flustered. In any case, Materna's job was to hold Curry off.

The skippers voted not to rotate boats for the last day of sailing since the late start might mean not finishing the races if the boats had to be brought in after the first race. Nobody wanted to go through the surf any more than he had to.

At the start, Materna was able to keep Figueroa and Curry in his dirty air, but the pressure got to Materna as he blew a tack and allowed Curry to drive over him. As they duelled it out, the two leaders dropped some boats, but were able to catch most of them. Curry, however, caught more and finished first. Materna came in third.

Materna was worried that he had lost his lead for the first time all week, but he still held on to a slim 1/4 point margin. The last race would decide the 1983 Hobie 14 Champion.

"If I raced him boat for boat," Materna said later in describing the last race, "I needed a bit of luck because he'd proven all week that he was faster. I decided to try

and put him in the tank, get out in front and just cover." Materna managed to do as he said, but on the last leg, he began to worry.

It became a battle to the finish and the outcome would be decided on the line. Materna was covering Curry and ignoring the other skippers. On the last tack to the line, Bob Seaman had the opportunity to take Materna above the committee boat which would have given Curry the edge. According to the rules Seaman would have to go with Materna, costing himself positions. Being in close contention for fourth place, Seaman elected to sail for the line and allow Materna to slip through and finish ahead of Curry. Materna was the new champion.

Later that evening, after having feasted on prime rib at the Absolut awards ceremony, the top twenty skippers received their trophies. The greatest applause was reserved for the lifeguards who presented some awards of their own for the most dubious achievements of the week, like getting stuck underneath the pier and failing to scramble over the waves. Special thanks went out to the guards for their assistance all through the week and to Absolut for supporting the racers so admirably.

Additional thanks to the Visitors and Convention Bureau of Ventura, to all the Fleet 15 members, Brian Erway, Lori Norton, Les Luby and Marc Banning from Windy Sails, Dave and Patti Carter from Clear 'N Windy, the Holiday Inn staff and Steve Murray of Murrys Marine. Thanks to Bob Eustace from Fleet 20 for bringing his avon from San Jose and working all week long and to Vern Clinton for providing his 40 foot trimaran for the committee boat. And lastly, thanks to David Socash who was in training to be the host of the upcoming 7th Hobie 14 Worlds in the Philippines.

LAST LOOK



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